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The Literary Digest

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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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ENGLAND'S CRISIS

FARMING BY WIRELESS

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CHURCH STATISTICS FOR 1909

"ELEKTRA" SUGAR-COATED

A PARIS ART SENSATION

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FUNK & WAGNALLS COMPANY, Publishers

New York and London

Vol. XL., No. 7. Whole No. 1034

NEW YORK, FEBRUARY 12, 1910

Price 10 Cents

The Car That Captured the Country

The Overland—the simplified car—has become the sensation of motordom. In two years, without advertising—simply by each car selling others—the demand has grown until this year's sale exceeds $24,000,000. Four factories with 4,000 employees turn out thirty carloads of Overlands daily to meet the unexampled demand. You should know the car which, in the face of fierce rivalry, has so quickly attained the leading place in the trade.

A Bit of History

It was two years ago when John N. Willys secured control of this masterpiece of mechanism.

The first step was to send sample Overlands out into various territories. And back from each came immediate demands for more. Often one car would bring orders for scores.

It became apparent at once that this new car was bound to outsell all rivals. The original factory became over-taxed in two months. Then tents were erected—then two more factories were purchased.

During the next fiscal year there were made and sent out 4,075 Overland cars. Yet the demand—which the cars alone had created—was not even half supplied. For the next season—this season—dealers placed orders for 16,000 Overlands before the first 1910 model came out.

All this demand came from those scattered localities where Overland cars were known.

The Larger Scope

To meet the flood-like demand Mr. Willys then bought the great Pope-Toledo plant—one of the largest automobile plants in America. Then he built an addition larger than the original factory. This gave him four well-equipped factories, with a capacity of 125 Overlands per day.

Now, with 30 acres of floor space and 4,000 workmen, we are ready to cope with a national demand. There are Overland agents now in every locality. And any man who acts with reasonable promptness can get an Overland car.

New York City this year takes 1,000 Overlands. San Francisco, Boston, Washington, D. C., and Atlanta, each take 500. Texas takes 1,500; Kansas, 1,000; Iowa, 1000; Nebraska, 750. Thus, in city and country, where Overlands are known, they are the most popular cars of the time.

Matchless Simplicity

The main reason why Overlands have outsold all others lies in their matchless simplicity. The common complexities have all been eliminated. The car is almost trouble-proof.

Three of the Overland models operate by pedal control. Push a pedal forward to go ahead, or backward to reverse. Push another pedal forward to change to high speed. It's as natural as walking.

A ten-year-old child can master the car in ten minutes. A woman can handle it as easily as she can an electric.

The U. S. Government uses Overlands in the postal service, because a novice can handle and care for them.

The lubrication is entirely automatic. The cooling system involves no complex pump. One of the designer's inventions does away with 65 pieces, and another with 47. Everything is so simple, so natural, so automatic that the car almost cares for itself.

The First Real Automobile Sold for $1,000

Then the Overland gives more for the money than any other car in existence. And this year, through multiplied production, we have cut the cost 20 per cent.

We are giving a better car for $1,000 this year than was the $1,250 Overland last year. And for $1,250 this year we are selling a 40 horse power car.

The $1,000 Overland has a 4-cylinder, 25 h.p. engine. Its wheel base is 102 inches—its possible speed, 50 miles an hour.

Again and again, in exhibitions, it has carried four people up a 45 per cent grade starting from standstill. It has earned a perfect score in a 10,000 mile non-stop endurance run, finishing in better shape than it started.

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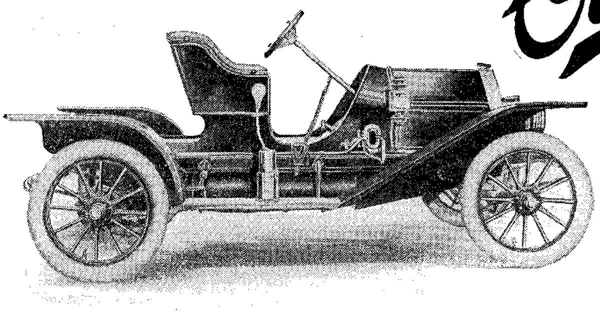
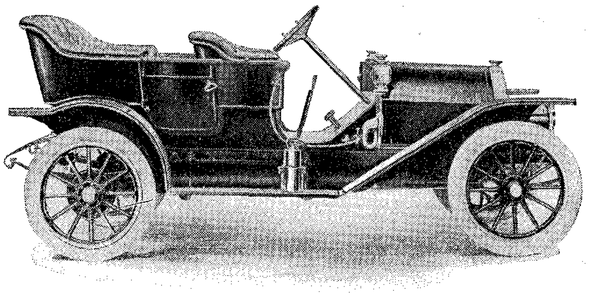
The Overland



Two of the many Overland Models

All prices include Magneto and full lamp equipment



Overland Model 38—Price $1,000. 25 h.p.—102-inch wheel base. With single rumble seat, $1,050—double rumble seat, $1,075—complete Toy Tonneau, $1,100

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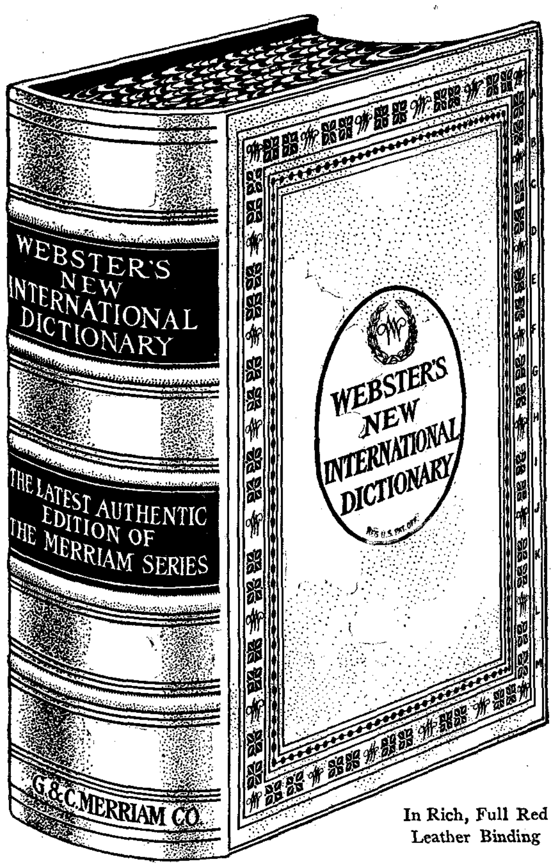
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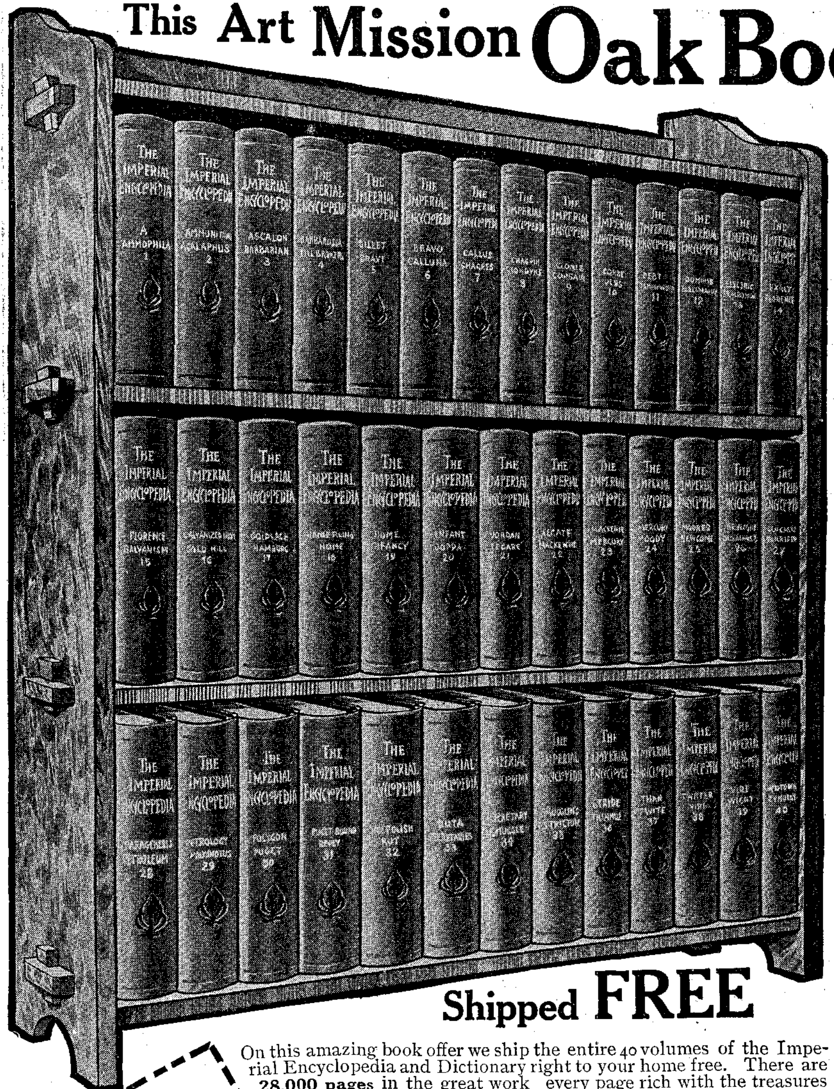

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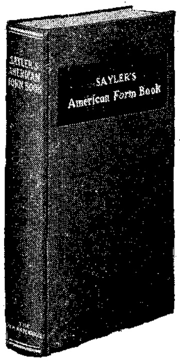

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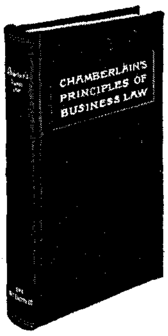

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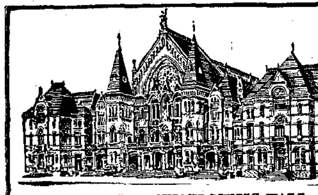

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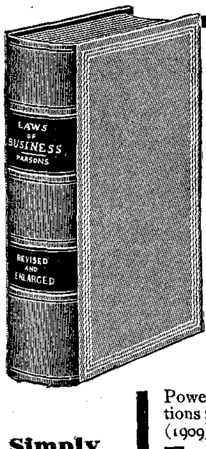

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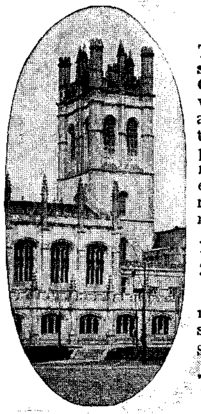

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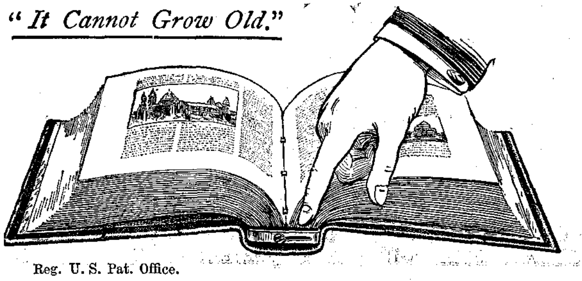

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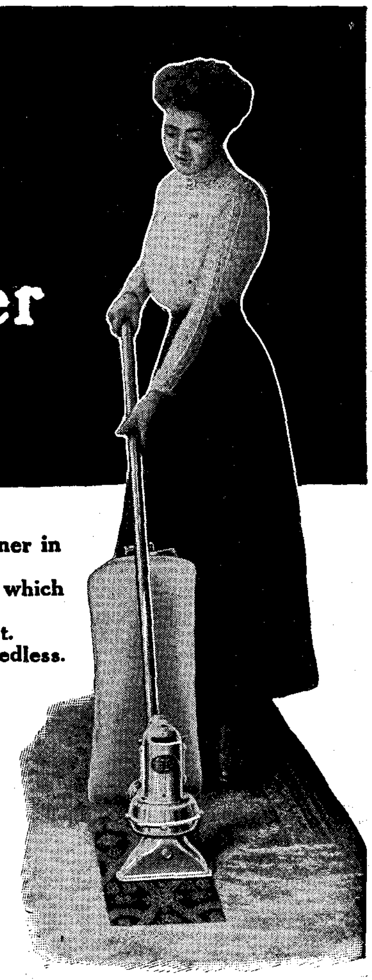

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You see here an electric suction cleaner which weighs but *ten* pounds—instead of sixty.

The illustration above shows how, for cleaning carpets, rugs and all floors, you use the machine itself without the hose attachment.

The illustration at the left, below, shows how the hose attachment is used on portieres, walls, books, bedding, upholstery, clothing, hats.

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Slip on the hose, and the ten-pound "RICHMOND," with its special tools, cleans hangings, walls, books, bedding, upholstery, clothing, hats, underneath radiators, furniture, etc.

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Slip off the hose, and you have a floor machine which weighs two pounds less than a common carpet sweeper, does its work as thoroughly as any vacuum or suction cleaner and easier than a carpet sweeper.

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The "RICHMOND" Suction Cleaner enables you now, for the first time, to clean by electricity without lugging a sixty to eighty-pound machine from room to room—up-stairs and down—*the first really portable machine to be placed on the market.*

It represents as great an advance over heavy-weight vacuum cleaners as these cleaners represented over brooms or carpet sweepers.

It is a marvel of simplicity.

There are but two places where wear is possible, and these are proofed against wear by the use of frictionless metal bearings.

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There is no reciprocating movement to jiggle and jolt and jar—only a smooth, rotary movement, the same as the wheels in a watch.

Having so little mechanism, it runs with less than one-half the electric current which the heavy-weight machines consume.

But for efficiency—for taking the dirt and dust out of floors and fabrics, *we willingly submit it to test against any machine costing $250.00 or less.*

The "RICHMOND," by suction alone, will do all that any machine can do, without working injury.

But the "RICHMOND" is more than a suction machine.

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In the nozzle of the "RICHMOND" is a straight bristle brush. Not a revolving brush to pull out the nap of the carpet, but a straight up-and-down brush.

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The vibrating brush is but *one* of many exclusive "RICHMOND" superiorities. We could multiply comparisons almost without end.

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But without saying more, you can judge our confidence in the "RICHMOND" by the fact that we not only cover it with the broadest possible guarantee, but we give you, besides, a full year to pay for it, or a ten-day trial in case you want to pay cash. Surely such a machine must give perfect service and satisfaction, day after day and month after month, else we could not afford this offer.

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Points About the "RICHMOND"

- —costs less per month for electricity than the average family spends for brooms.
- —after a year of consistent use you couldn't find a thimbleful of dirt in a fourteen-room house if you took all the carpets up.
- —no more spring or fall "house-cleanings"—no more "sweeping days"—no more "dusty Fridays."
- —its total cost is less than the cost of one single annual house-cleaning—to say nothing of saving the wear and tear which house-cleaning brings to furniture.
- —cleans furniture, walls, upholstery, bedding, clothing, decorations, bookshelves, tile floors, hardwood floors, nooks and crannies, as well as making old carpets look like new.
- —equally valuable in homes, offices, stores, hotels, hospitals, libraries, schools, churches, theatres, public buildings.
- —without any change or adjustment, uses either direct or alternating current; universal motor of our own construction.
- —thirty feet of electrical cord, with connecting socket, comes with the sweeper—*everything ready* to start—any one can do it.
- —handsome in appearance—all exposed parts are highly polished—operates with easy gliding motion, no pressure required.
- —absolutely guaranteed for one year, and without abuse should last as long as a watch.
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And for these reasons they asked us as a favor, if we would not make them a special cash price, so that they could own the machine outright, and present it to the friend whom they had in mind.

To meet these conditions, we make a special cash discount and if, after 10 days' use the "RICHMOND" isn't found to be all we claim, return the machine at our expense and we will return your money.

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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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44-60 E. 23d St., New York

VOL. XL., NO. 7 NEW YORK, FEBRUARY 12, 1910 WHOLE NUMBER, 1034

TOPICS OF THE DAY

PROSPECT OF POSTAL SAVINGS-BANKS

THE legislation necessary to establish postal savings-banks in this country is "practically assured at the present session of Congress," declares the Cincinnati *Times-Star* (Rep.), a paper whose political predictions in such cases as this derive peculiar weight from the fact that its owner and editor is a brother of President Taft. "There is, indeed," agrees the Providence *Journal* (Ind.), "a better outlook for post-office banks than ever before in this country." Washington correspondents report that a private poll of both houses of Congress has revealed a majority in favor of this reform, and a bill to secure it, now before the Senate, in addition to being classed as one of the leading Administration measures, is said to have the support of Senator Aldrich. Advocates of postal savings-banks are reminding us that this reform, which has been demanded at intervals for half a century, was indorsed before the last Presidential election in both the Republican and the Democratic platforms; and they are pointing to the fact that the United States is the only first-class Power in the world which denies its people the privileges of such banks.

In support of his Postal Savings-Banks Bill Senator Carter explains that its prime purpose "is to encourage thrift among the masses of the people by furnishing widely distributed, convenient, and absolutely safe depositories wherein small sums may be placed at a low rate of interest, with the faith and credit of the Government pledged to the repayment of principal and interest on demand." This measure provides that the postal savings-banks be directed by a board of trustees, to becomposed of the Secretary of the Treasury, the Postmaster-General, and the Attorney-General, which board shall report to Congress at the beginning of each regular session. Every post-office authorized to issue money-orders, and such others as the Postmaster-General may designate, are to be postal depositories. Any person over ten years of age may make a deposit. No account of less than $1 can be opened, and no person may deposit more than $100 in one calendar month, or more than $500 altogether. Interest will be paid to depositors at the rate of 2 per cent. a year.

"We are not called upon to embark in an experimental venture," declares Senator Carter, "but rather to heed the call of the great body of the American people for a service which has proven successful, beneficial, and satisfactory under every variety of government, climate, and territorial jurisdiction known to men." As to its results in England in particular, he cites the testimony of the late Mr. Gladstone, who, in 1888, twenty-seven years after its establishment in the United Kingdom, said: "The post-office savings-bank is the most important institution which has been created in the last fifty years for the welfare of the people and the State." Turning to the objection that postal savings-banks would so complicate the machinery of the Post-office Department as to lessen its efficiency and possibly increase its deficit, Senator Carter quotes in answer the expert opinion of Postmaster-General Hitchcock, who believes that "postal savings-depositories would not in the long run impose any additional financial burden upon the Government." In the report of the Committee on Post-offices and Post-roads recommending Senator Carter's bill to the Senate we read in part as follows:

> "It must always be borne in mind that the dominant idea in connection with the postal savings-depository is to encourage thrift and a saving disposition among the people. When account is taken of the fact that between 40 and 50 per cent. of the depositors in this class of institutions is made up of children and students, no one can fail to perceive that the habit of saving thus inculcated in the minds of the youth of the country will be of far-reaching and permanent benefit to the rising generation. The child trained to save will grow up with the habit of saving more firmly fixt as the years go by. The shiftless and the thriftless are a burden on society, and any public policy calculated to forestall an increase in the number of such thoughtless people can not but prove beneficial to the whole country."

The success and popularity of postal savings-banks in other countries is shown by the Chattanooga *Times* (Dem.) in the following table:

	Number of depositors.	Total deposits.
Australia	1,860,347	$94,329,546
Belgium	2,088,448	146,996,000
Canada	230,216	62,158,450
England and Wales	8,777,231	662,778,180
France	3,991,412	253,376,450
Hungary	525,818	12,273,800
India	987,635	42,000,000
Ireland	465,095	47,260,000
Italy	1,850,691	34,351,631
Japan	4,907,561	20,532,387
Netherlands	1,111,590	22,921,665
New South Wales	339,602	63,718,675
New Zealand	297,569	44,195,550
Queensland	83,055	18,832,000
Russia	5,113,000	550,000,000
Scotland	481,391	25,057,500
South Australia	141,572	21,089,000
Sweden	571,500	15,133,955
Victoria	432,867	52,910,000

For half a century, says the same paper, the growing sentiment in favor of such banks has been combated by private savings institutions. "One of the most serious criticisms," says the Boston *Herald* (Ind.), "has been that in times of financial alarm the postal-banks might influence depositors in existing savings-banks to withdraw their deposits and place them in the custody of the Government"; but it adds that in the bill now under consideration this danger has been reduced to a minimum. The real source of

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apprehension on the part of private banking interests is thus indicated by the Buffalo *Express* (Rep.):

"The Postal Savings-bank Bill as reported to the Senate is worth trying for a starter, tho it probably will have to be amended considerably after it gets into operation. If it were not for this fear of growth and development, the interests which now oppose the plan probably would withdraw their opposition, for there is nothing in this bill that can possibly harm existing private interests. It would really be a benefit to savings-banks, bringing them considerable additional deposits on which they might make much higher profits than they can make on the deposits they receive now. With the Government paying only 2 per cent. on its deposits and redepositing in banks at a minimum rate of 2¼ per cent., there are good possibilities for bankers. What probably would happen, however, is that once the postal savings-bank is established and its popularity assured, demands for higher interest and more favorable terms would follow and the Government bank might become a rival of other banks, instead of a feeder for them."

An active campaign against this proposed addition to our banking facilities has been organized by the American Bankers' Association, which is said to include in its membership the officers of every National, State, and savings-bank in the United States. Mr. William Hanhart, an officer of this Association, is quoted as follows in the New York *American* (Ind.):

"The American Bankers' Association considers postal savings-bank legislation inimical to the best interests of the people of this country. . . . . . .

"We consider this plan a financial heresy. We are experts in the case, and we consider it our duty to point out the evil, just as a physician called in a case of tuberculosis has to point out the danger which confronts his patient and the necessary steps to be taken to prevent a spread of the malady. It is our intention to educate the people on this financial project, no matter what may be the cost."

On the editorial page of the same paper we read, however:

"The mass of the American people are practically unanimous for the postal savings-bank.

"They want it, and will have it, because they feel the need of an absolutely safe investment for small savings—a primary need in a complex civilization such as ours. This demand received a tremendous emphasis when every bank in the country suspended payments in 1907.

"The postal savings-bank will be a valuable convenience for those who can put aside only a dollar at a time. It will induce a saving-habit in millions of people who have not yet acquired it. It will retain in this country millions of dollars of workingmen's savings that are annually sent for safekeeping to European countries. But, over and above all, IT WILL STEADY THE BASE OF BUSINESS PROSPERITY BY ESTABLISHING MILLIONS OF LITTLE FORTUNES BEYOND THE RISKS AND FLUCTUATIONS OF SPECULATIVE FINANCE."

Says the Philadelphia *North American* (Ind. Rep.), a veteran advocate of this reform:

"As a preventive of money stringency, as a discouragement of hoarding, as an incentive to saving, and as a deterrent of the practise of the country's large foreign population of sending their earnings to their former homes, the value of the postal bank, backed by the credit of the Government, is beyond dispute.

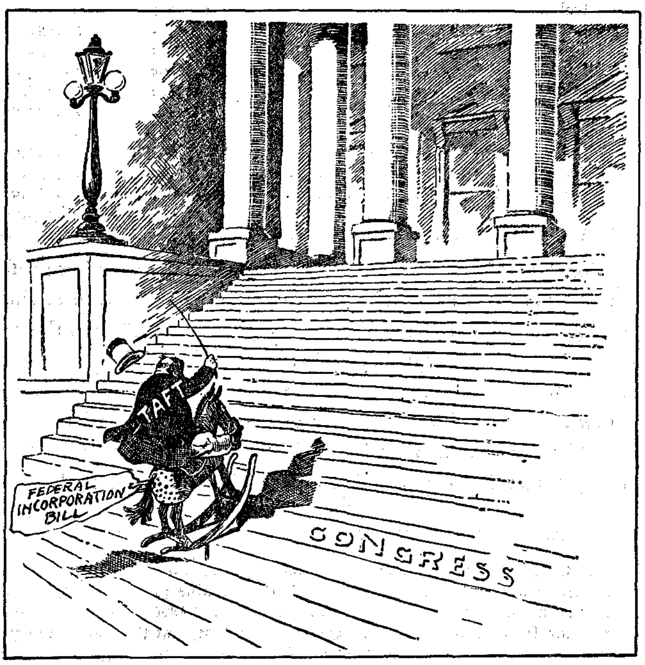
"Opposition to the plan has been confined almost wholly to New York and New England. Our belief is that, under the savings-bank systems operative in New York, New England, and, to a certain extent, in Pennsylvania, the postal bank is not a local necessity.

"But it must be remembered that 60 per cent. of the entire country's savings-banks' depositors are in these Atlantic Seaboard States. And it is as a national inducement to thrift and the circulation of millions of money now useless to legitimate commerce, because hoarded, that the postal bank is required."

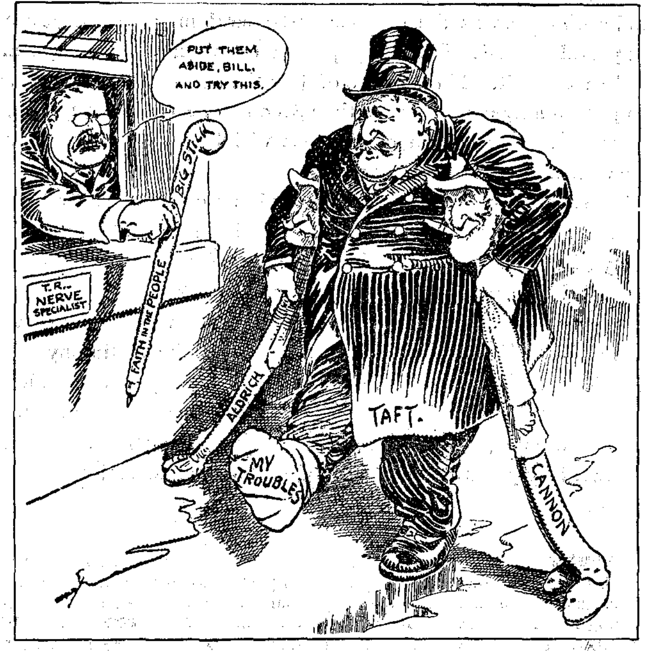
The New York *Journal of Commerce* (Fin.), however, thinks that "if the spirit of defense for American institutions can be sufficiently awakened in the popular branch of the legislative body, this flagrant attempt at the exercise of extreme paternalism by the National Government will be defeated." To quote further:

"The self-respect of the people and care for the rights of the States ought to demand its defeat as a crushing blow for all such schemes. The most serious objection to it is not the particular manner in which it proposes that post-offices the country over, under the direction of a 'board' at Washington, shall receive and dispose of the savings of the people, or even the expensive and wholly unnecessary addition to the patronage and pelf of the Postal Service, but the violation of the most fundamental principle of our whole system of government, reliance upon the capacity of the people to take care of their own individual affairs and their right to provide in their separate States such means as they find necessary to regulate what concerns their private and personal interests.

"The chief argument adduced in support of this postal-savings scheme is that it will afford the means of fostering habits of frugality and saving. That is none of the business of the National Government under our system."



AN EFFICIENCY TEST.
—Parker in the New Orleans *Times-Democrat*.



IF A CERTAIN ADVISER WERE AT HAND.
—Bradley in the Chicago *News*.

LITTLE TROUBLES OF THE GREAT.

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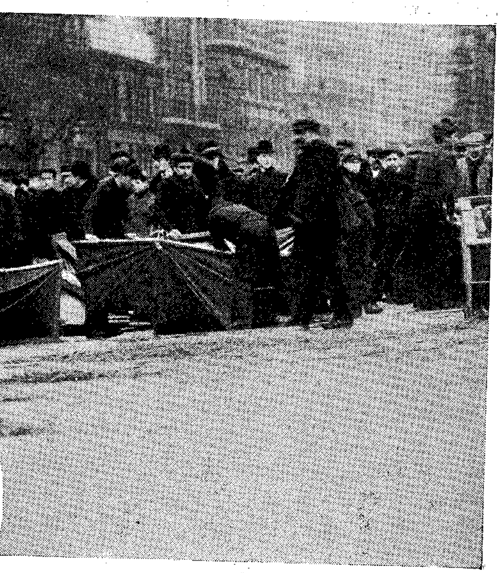
SUBMERGED QUAY IN FRONT OF THE LOUVRE.

COUNCILMEN GOING TO THE CITY HALL.



ARMY ENGINEER CORPS LAUNCHING COLLAPSIBLE BOATS NEAR THE NOTRE DAME.

A SUBSTITUTE FOR THE TAXI.

STILL THIRSTY.

VENICE OUTDONE.

JEAN COQUELIN, THE ACTOR, AS NOAH.

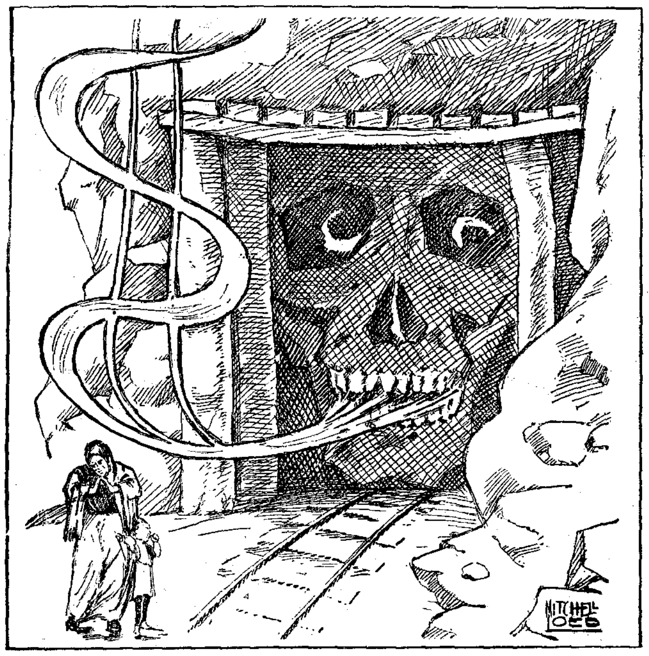
REFUGEES ON WAGONS WAITING FOR BOATS.

THE PARIS FLOOD.

The recent overflow of the Seine resulted in the worst flood that has afflicted Paris since 1615. The inundation covered also many miles of the country behind the city, and a hundred thousand persons were driven from their homes.

KILLING THE MINERS

THREE mine disasters on three days of last week have again called attention to the wholesale slaughter of miners that is going on all the time in this country, but which arouses comment only when some specially horrible killing attracts the attention of the press from politics and scandals in high life. Even now it must be said that the newspapers show their concern mainly in head-lines, the subject not being important enough to trench upon the editorial space. In the three disasters mentioned 177 lives were lost: 75 at Primero, Colo., on January 31; 34 at Drakesboro, Ky., on February 1; and 68 at Las Esperanzas, Mexico, on February 2. Altho one of these was in Mexico, we have enough on our own soil for sober reflection, for, as the New York *American* remarks, our "interminable list of holocausts have darkened the mining-history of America." It appears from figures in *The Congressional Record* that about 25,000 coal-miners have been killed and 50,000 maimed or crippled in the last fourteen years, a number about equal to our standing Army. These figures came out in the course of a debate in the House on a bill to create a "Bureau of Mines" whose duty it shall be "to foster, promote, and develop the mining industries of the United States . . . especially in relation to the safety of miners." The bill passed the House on January 25 and is now before the Senate.



THE MODERN MOLOCH.

Cherry, Ill., 354 Lives; Primero, Colo., 75 Lives——

—Loeb in the New York *Call*.

The United Mine-Workers' Journal (Indianapolis) urges the speedy passage of this measure and remarks that it is "beyond comprehension" that such a bureau has not been created before. It adds:

> "While we have excelled in output, we have also excelled in our waste of human life, the death-rate per thousand being far beyond that of any other nation.
>
> "The bill now pending before the United States Senate should receive the unanimous vote of every member of that body, if from no other view-point than the humanitarian one, and should become law, and once it does become law, the President of the United States should see to it that some practical miner is made commissioner of it, that it may not be made a farce in the hands of some professional expert.
>
> "If, when the bill becomes law, care is not exercised in the selection of the chief of the bureau, then the benefits to be derived from it may be very materially curtailed and much of what is expected of it fail to be accomplished."

The high death-rate per thousand in the United States, as compared with other countries, is shown in a table laid before the House by Congressman Foster, of Illinois. He said:

> "Mining in other countries is so much more safe than in this country that I desire to give some figures in comparison. In the United States mine accidents have been increasing, and in the ten years from 1895 to 1905 there has been a steady increase. Men killed during 1895, 2.67 men for each 1,000 employed; during 1900, 3.24 for each 1,000 men employed; and for 1905, 3.53 men for each 1,000 employed. The number of miners killed for each 1,000 men employed in different countries for the average of five-year periods is as follows:

France	0.91
Belgium	1.00
Great Britain	1.25
Prussia	2.06
United States	3.39"

Tennessee leads the States with fatalities of 7.31 per 1,000, Colorado has 6.67, and so on down the list to Illinois and Michigan, which make the best showings, with 2.82 and 2.76 respectively.

Representative Moss, of Indiana, in a stirring speech, contrasted the national wrath at the killing of two Americans in Nicaragua with the national indifference to the killing of 22,716 in the coal-mines in thirteen years. He went on:

> "We are spending vast sums of money on our Army and Navy to give protection to life and security to property. Our appropriations for these purposes this year will amount to $250,000,000; then why not spend something to give protection to that vast army of American citizens who go in constant peril to make a living for their families in the mines? When two of our citizens left the land of their birth to seek their fortunes in foreign lands, and, taking service with the revolutionists, were captured and shot, our Government did not hesitate or delay; there was no splitting of hairs nor debate on the cost, but the Government got busy. War-ships were hurried across the seas and marines were landed, carrying the flag in one hand and the repeating-rifle in the other, and all the power and wealth of this Nation was behind them to protect the lives and property of the citizens who, tho living in other countries, claimed the protection of our flag. The men who are opposing this measure would have been among the first to cast their votes for $100,000,000 to send reenforcements had our expedition been opposed and our marines been insulted. Why not use some of this energy and this zeal nearer home? Why strain at a gnat and swallow a camel? Are not the lives of 1,000 coal-miners who stay at home as valuable as two adventurers who seek fortune in foreign lands? The American eagle is a noble bird and our American workmen would like to get better acquainted with it; do not send it so far away from the American coal-mines when you assign it to the duty of protecting life. There were 2,450 men killed in our mines last year, and but two American citizens were killed in foreign lands; so, if we are to use the power of our Government to safeguard life, we had better get busy nearer to our own homes and the working-places of our own people. Let the eagle scream at home and wrap the flag closer around the lives of our people who produce the wealth that makes us a rich, strong, and mighty nation."

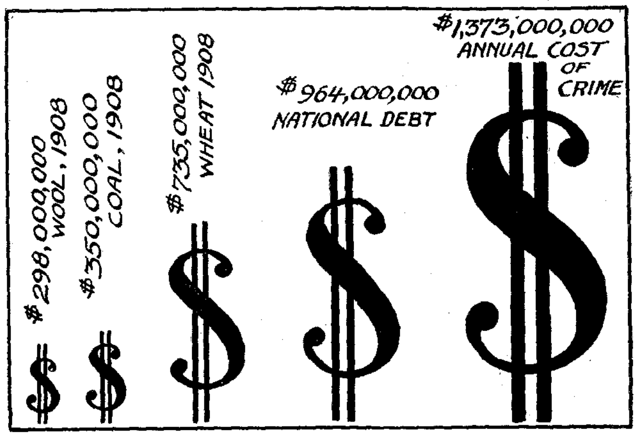
Mr. Cox, of Indiana, scored the indifference of the Government in these strong words:

> "Here is a class of men, bold, brave, and daring, who daily dare the dangers hidden beneath the earth, fighting deadly gases and fire-damp, unable to cope with them and likewise unable to solve the problem as to how to overcome them; but, like brave soldiers, willing to go upon the firing-line, contesting these dangers, laughing at death, to the end that they may, by the sweat of their brows, earn their daily bread. To such a class of men I say, 'All hail,' and while we rejoice at the daring exploits of the soldier and point with pride to the heroes who fought at Bunker Hill, and while we never tire of repeating the story of the conflict of the Blue and the Gray, and of those who yielded up their last full measure in defense of their respective flags, yet our admiration for these men who did their full duty does not excel our admiration for that determined class of men who enter the dark caverns of the earth to perform their solemn duty to their families and to their country, and if the Government by and through its knowledge and information can do anything to stop the death-roll of these unfortunate laborers, let us put that machinery in motion and put it in motion at the earliest moment possible."

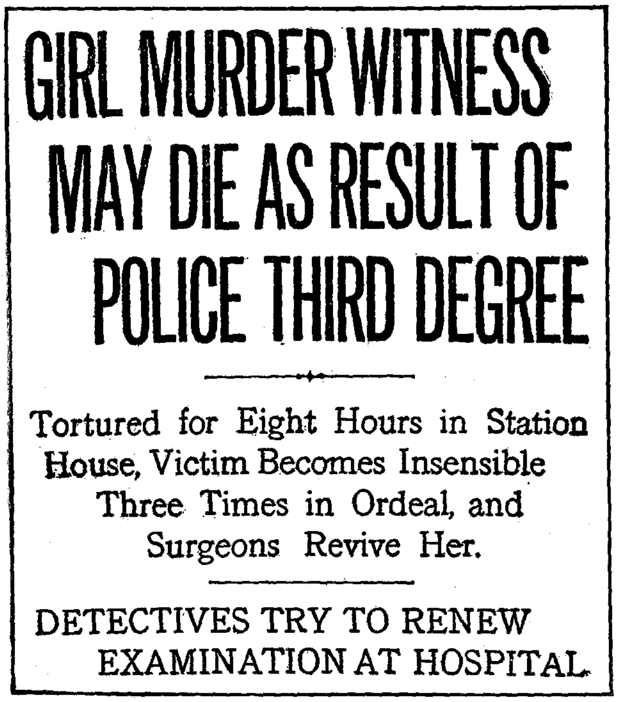
THE HELPLESS POLICE

THAT 200 persons a week are being murdered in this country and crime is costing us $3,500,000 a day, while the police stand practically helpless, is the striking declaration of Mr. Hugh C. Weir, in *The World To-day* (Chicago). He figures that 250,000 persons whom the law never touches "are engaged in the systematic pursuit of crime as a business." Meanwhile the police devote a large part of their time to gathering in the "drunks." Out of 786,000 arrests in this country last year, over 350,000 were for drunkenness. It is one of the arguments of the temperance reformer that if drunkenness were abolished, the police could give more attention to protecting life and property, and Mr. Weir seems, inferentially at least, to reach the same conclusion. At any rate, crime is rampant and unpunished. Mr. Weir begins with some disquieting remarks on murder:

> "Ten thousand persons are murdered in this country every year—shot, strangled, poisoned, stabbed, or beaten with a club or a sand-bag. Of the murderers, 2 in every 100 are punished. The remaining 98 escape—absolutely free! In many of our States, the proportion of convictions is only half as great. In Georgia, for instance, only 1 murderer in every 100 is punished. In a recent census of American crime, digesting the nation as a whole, the statement was made that in only 1.3 per cent. of our homicides do we secure a conviction.
>
> "Chicago averages 118 murders in a year. In the same space of time, Paris records only 15 murders and attempted murders. London, four times the size of Chicago, has only 20 murders. In the course of twelve months, Georgia—a typical example of the average American State—records 45 homicides—more than the whole of the British Empire! More people are murdered in this country in a year than are killed on the railroads. In three years, the victims of our murder cases total more than the losses of the British Army in the Boer War. . . . . . .
>
> "And now we discover that when our poets and our orators and our artists have finished telling of our greatness and our glory, we have fostered wickedness and lawlessness as has no other nation in the world; that, behind our boasted institutions of government, the thug and the thief and the assassin are operating with a vigor and a freedom duplicated nowhere else in civilization. And our crime and wickedness are steadily increasing.
>
> "*There are four and a half times as many murders for every million of our population to-day as there were twenty years ago!*
>
> "The significant fact about it all is that the rest of the world does not share these statistics. Our increased wickedness is confined to our own borders. In the march of civilization, as applied to the protection of public life and public property, we have fallen wofully behind. We may lead the globe in many things. We assuredly lead it in crime. In 95 per cent. of the homicides of Germany, the guilty person is brought to justice. In Spain, the number of convictions is 85 per cent. of the total number of crimes. In France, it is 61 per cent.; in Italy, 77 per cent.; in England, 50 per cent. Do these facts—when offset against our 2 convictions in every 100 murders—explain why our lawlessness is increasing; why we have more homicides every year than Italy, Austria, France, Belgium, England, Ireland, Scotland, Spain, Hungary, Holland, and Germany combined ? . . . . . .
>
> "A number of years ago, the jewelers of America were forced to form a national detective organization to guard their property. The bankers of America have done likewise. So have the hotel-keepers. So have the railroads. They could not depend on the public police. It was cheaper to maintain a police system of their own. Will the people of America also be forced to employ private watchmen ?"



THE TAX LEVIED BY CRIME,
As compared with other national assets and liabilities.



GIRL MURDER WITNESS MAY DIE AS RESULT OF POLICE THIRD DEGREE

Tortured for Eight Hours in Station House, Victim Becomes Insensible Three Times in Ordeal, and Surgeons Revive Her.

DETECTIVES TRY TO RENEW EXAMINATION AT HOSPITAL.

WHAT MR. WEIR WOULD PUT AN END TO.

He says the police vent their brutality on innocent victims, often not even charged with any crime, while our real criminals go scot free. A head-line in the New York *Evening World*, for February 3.

The annual cost of crime, as figured in property stolen or destroyed, and in the money spent on police, courts, jails, etc., reaches the impressive total of $1,373,000,000, yet the police seem helpless. And as if this stinging indictment of inefficiency were not enough, Mr. Weir goes on to say that what the police lack in efficiency they try to make up in brutality. By the barbarous "third degree," which the writer compares with the Spanish Inquisition in ferocity, any citizen, guilty or innocent, perhaps not even charged with any crime, may be dragged to the police station and put through tortures that wreck him physically, or, worse, unhinge his reason "and send him forth a hopeless idiot." Mr. Weir gives some cases of "third-degree" savagery that have come under his observation, and continues:

> "From the inquisition of the 'third degree,' as we find it, for instance, in New York and Chicago, the private citizen has no redress nor appeal. It is a power which is czarlike in its supremacy. To attack it through the clogged channels of the law is to enter on a legal battle which may stretch through years of time and involve an expense of tens of thousands of dollars, with the odds against a favorable verdict, no matter how persistent and stubborn the fight. We may not like to think of the American law as so futile in its protection as this. Some of us may even refuse to accept this statement as true. We are not dealing with the dust-covered theories of Blackstone, remember. We are dealing with a law which is higher and mightier than Blackstone—the law of machine-politics. The police know this to be a fact, whether you do or not. The police administration of the average American city is so thoroughly entrenched behind the menacing power of the corrupted ballot that it can literally snap its fingers at any law that would set itself above it.
>
> "*Do you know that 75 per cent. of the criminals who are arrested for petty larceny, pocket-picking, hold-ups, and the like from the red-light districts of New York, are freed by the ward politicians?*
>
> "This is why the American police can develop the tortures of

the 'third degree' without fear of interference. This is why the victim who seeks redress finds himself engulfed in a mire before which he is helpless. It is not legal to arrest a man without definite, tangible cause. Of course not! And so we snuggle in fancied security behind our flimsy laws, and shrug indifferent shoulders at what we term the rantings of the muck-raker who would tell us of our blunder and our danger. This is why innocent men are arrested every day—every hour—and held 'on suspicion,' or perhaps as 'witnesses,' until such time as the police see fit to give them their release. It is the smug contentment of some of us—blind stupidity, if you will—and the grasping avarice and respectable thievery of others of us that give us a thug for a political dictator, and make an institution like the 'third degree' possible. . . . . . .

"The system of the 'third degree,' as we know it in this country, is bad. It is more. It is a menace to the rights of the citizen, the sanctity of the home. And it is *not aiding* the cause of justice. Europe has never known the excesses of the 'third degree,' which we have recorded in America. And crime in Europe has never reached to the proportions of crime in America. The foreign police do not need the inquisition of the 'water-cure' nor the torture of the burning light to attain the ends of justice.

"In spite of the brutality of the 'third degree'—of which we can never know the half—the American police are not protecting either public safety or public property. While the innocent, hapless 'suspect' is bullied and badgered and beaten, the real criminal is undisturbed. This is the worst."

NEW YORK THE WORLD'S FIRST PORT

NEW YORK now holds first place among the great seaports of the world, according to a table of vessel tonnage prepared by Secretary Pratt, of the New York Chamber of Commerce. The same table reveals other interesting changes in the relative positions of the leading ports in the race for the world's sea-going trade. A few years ago London led them all, but now Antwerp as well as New York has passed her. The most sensational gains, however, have been made by the port of Kobé in Japan and by Montevideo in Uruguay. Thus Kobé shows a gain of 642.8 per cent. during the past ten years, while Montevideo's yearly tonnage has grown 288 per cent. The greatest strides among the six leading ports have been made by Antwerp and Hamburg, which both show a gain of more than 80 per cent., as compared with New York's 56.4 per cent. and London's 22.4 per cent. Antwerp, says the New York *Evening Sun*, "is apparently destined to pass us at some not distant day." But the same paper adds, as an afterthought, that "the departure of the astute Leopold from the land of the living may halt the phenomenal progress of that port."

Mr. Pratt's table compares the net registered tons for the latest year available with the tonnage of a date ten years earlier, and shows the percentage of increase. His figures for the thirteen principal ports of the world are as follows:

	Year.	*Net registered tons*	*Percentage 10 yrs. growth*
New York	1908	12,154,780	56.4
	1898	7,771,412	
Antwerp	1907	11,211,803	81.0
	1897	6,181,922	
London	1907	11,160,367	22.4
	1897	9,110,995	
Hamburg	1907	10,888,553	82.7
	1897	6,090,510	
Hongkong	1906	9,941,261	30.6
	1896	7,609,047	
Liverpool	1907	8,167,419	48.2
	1897	5,845,384	
Montevideo	1906	7,725,534	288.0
	1896	1,991,554	
Marseilles	1906	6,736,603	67.0
	1896	4,032,259	
Singapore	1906	6,672,789	67.1
	1896	3,992,905	
Cardiff	1907	5,734,755	27.4
	1897	4,485,782	
Kobé	1907	5,497,877	642.8
	1897	740 851	
Genoa	1906	5,450,818	55.1
	1896	3,514,301	
Buenos Aires	1906	5,119,291	* 78.1
	1897	2,866,499	

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* Nine years.

It is a matter for regret that his latest figures for London are a year behind the latest for New York, a fact which detracts from, tho it does not destroy, the value of the comparison.

Mr. Pratt's table, remarks the Troy *Times*, "while highly flattering as illustrating the growing importance of New York as a great seaport," contains also "valuable hints and warnings." To quote:

"While New York is and may indefinitely remain the chief shipping-port, there are conditions which are susceptible of improvement. The shipping-business of New York has grown, but it has not grown as rapidly in proportion as that of some other places. And it undoubtedly would have grown more rapidly had the facilities been in all respects equal to the demand for accommodations. Several other American ports have taken carrying-business from New York that would have been retained but for this lack. That New York is awakening to the necessity of meeting exactions in this direction is evident from what is going on and what is in contemplation. Great improvements have been made at many of the piers, and the water front has been largely transformed within recent years. There is also effort to provide better means of handling freight, as shown by the big extensions on the Brooklyn side of the harbor and in other ways. Presently the completion of the Barge Canal will pour a fresh flood of business down the river, and New York has in view a vast terminal system at Jamaica Bay. Other projects look to adequate preparations for the trade of the future, and these New York must make to be in shape for retaining preeminence.

"Some of the gains shown in the comparison afforded by the table are extraordinary, principal among them being Montevideo with 288 per cent. and Kobé, Japan, with the phenomenal increase of 642.8 per cent. These figures are proof of the virility and alertness which characterize some of the nations which are coming into commercial prominence, and suggest the necessity of a like spirit if the United States is to make the best of the opportunities for extending commerce. And the deplorable fact in connection with the showing of New York's primacy as a shipping-point is that a very small percentage of its foreign commerce is done in American ships. The absence of the Stars and Stripes from the merchant-vessels lying at the wharves and in the harbor is one of the most unpleasantly suggestive features of an otherwise magnificent showing."

THE LIQUOR TRADE COUNTING SCALPS—The liquor trade, declares the Kansas City *Central Christian Advocate*, is so confident of its political power that it is willing to dangle before the public eye the scalps of its slain. In illustration *The Advocate* quotes President Kunde, of the Illinois State Liquor Dealers' Protective Association, who, in his annual address before that body in Springfield, Ill., reviewed the results of the fall elections to show his hearers how many "dry" statesmen had gone down to defeat at the primaries or the polls. "Look at the slain," he said, and proceeded to the following enumeration:

"Governor Hoke Smith, defeated for nomination in Georgia.

"Governor Beckham, of Kentucky, defeated for United States Senator.

"Governor Carmack, of Tennessee, defeated for Governor.

"Governor Harris, of Ohio, defeated for Governor.

"Governor Folk, of Missouri, defeated for United States Senator.

"Governor Hanly, of Indiana, defeated for anything.

"Watson, of Indiana, defeated for Governor.

"Jacobson, of Minnesota, defeated for Governor.

"Senator Hemenway, of Indiana, defeated for reelection.

"John C. Stockton, of Florida, defeated for Governor.

"Congressman Hepburn, of Iowa, defeated for Congress.

"Senator Rose, of Ohio, father of the Local-Option Bill, defeated for reelection.

"Senator Sietes, of Ohio, sponsor of the Local-Option Bill, defeated for reelection.

"Senator Mack, of Ohio, chairman of the temperance committee, defeated for reelection.

"Senator Berry, of Illinois, father of the Local-Option Bill, defeated for reelection.

"Judge Artman, of Indiana, who declared the liquor business illegal, defeated.

"Judge Christian, who said, 'Me, too,' defeated."

Photograph by Harris and Ewing, Washington, D. C.

THE JOINT COMMITTEE WHICH IS INVESTIGATING THE BALLINGER-PINCHOT CHARGES.

Beginning with the man in the foreground, and naming the others in sequence as they sit around the table, they are: Representative Graham, Representative James, Representative Madison, Representative Denby, Senator McCall, Representative Olmsted, Senator Nelson, Senator Flint, Senator Sutherland, Senator Root, Senator Fletcher, Senator Paynter, and the clerk.

THE CHARGES AGAINST BALLINGER

ALTHO the pro-Ballinger organs are declaring that the evidence thus far laid before the joint investigating committee by Secretary Ballinger's critics has been in the form of "a haystack of opinion and a needle of fact," Washington dispatches intimate that this "needle of fact" is already causing some discomfort in Administration circles. Many Republicans, according to the correspondent of the New York *Journal of Commerce* (Fin.), "have felt for some time that Mr. Ballinger ought to have been dropt to the pursuing wolves of investigation a good while ago," and "they are now sure of this position." On the other hand, many papers, like the Butte *Inter-Mountain* (Rep.), think that "up to the present time the inquiry must have been a keen disappointment to those who hope for the overthrow of the Secretary of the Interior." "So far as the investigation has gone," says the Buffalo *Express* (Rep.), "it shows the existence of a quarrel rather than a scandal." But whatever the final outcome may be, remarks the Louisville *Post* (Ind.), the controversy is already having the important effect of awaking the American people to the enormous value of Alaska.

The first witness before the committee was R. H. Glavis, the field agent of the Land Office, whose dismissal was ordered by the President after an examination of his earlier charges against Secretary Ballinger. He was assisted by his counsel, Louis D. Brandeis, whose name is known in connection with the Savings-Bank Insurance Law of Massachusetts, and other efforts in behalf of the public welfare. Mr. Brandeis stated that his client would attempt to show—

> "That prior to entering the Government service in any capacity R. A. Ballinger acted as attorney in drawing up an agreement in escrow and deeds in the Wilson Coal Company cases in Lewis County, Wash., these cases being an alleged fraud upon the Land laws. Mr. Ballinger's name did not appear in the court records of the case.
>
> "That Mr. Ballinger, as Commissioner of the Land Office, in 1907, did not show due diligence in investigating the alleged frauds connected with the Cunningham coal-land claims in Alaska; that he had knowledge of all the circumstances surrounding these claims, and in spite of this entered the employ of one of the claimants after leaving the Land Office and becoming Secretary of the Interior; that he ordered these claims to be 'clear listed' for patent without due investigation and that they would have gone to patent if Glavis and others had not intervened."

The Wilson cases had not been previously mentioned in the controversy. Says the New York *Independent:*

> "Mr. Ballinger, it is asserted, was counsel for the Wilson claimants before he became Land Commissioner. It was an interesting coincidence that on this first day of the investigation, the Federal court at Seattle virtually pronounced the Wilson claims fraudulent and directed that the property in question, 1,024 acres of valuable coal-land, be restored to the Government."

In this connection we may note a statement issued recently by the Land Office which says that in the last eight years 50,000 acres of coal-lands, worth not less than $10,000,000, have been taken from the public domain by fraud. In the course of his direct testimony Glavis undertook to show that Mr. Ballinger had made rulings favorable to the claimants in the face of information given him by the witness, and that he had improperly communicated this information to the claimants.

A few weeks, thinks the Cincinnati *Times-Star* (Rep.), "ought to be enough to get things in such shape that the average American can base his judgment of this famous case on facts, rather than on rumored and irresponsible charges." To quote further from this paper which is probably closer than any other to the Administration:

> "The personnel of the investigating-committee has pretty effectually downed all talk about a Congressional 'whitewash' of the Secretary of the Interior. On the whole, the committee was very well chosen. Its chairman, Senator Knute Nelson, of Minnesota, in particular is a man as to whose fitness for such a work there can not be any question. Senator Nelson is chairman of the Public Lands Committee of the Senate; having voted against the Tariff Bill he has some record as an insurgent; a typical representative of the best there is in the great Scandinavian population of the Northwest, his integrity is absolutely beyond question.
>
> "There will be no 'whitewash' of anybody or anything in the Ballinger-Pinchot investigation. The Democrats showed the asininity of their tactics as an opposition party when they tried to have the notorious Rainey—a man properly described as 'an expert at the art of convicting innocent men'—represent them on the committee. But the Republicans, for reasons of self-interest, if for nothing else, must take the investigation seriously and do everything in their power to get at the whole truth!"

LIGHT SIDE OF A DARK SUBJECT

FANCY a butcher running for office nowadays.—*Pittsburg Chronicle-Telegraph.*

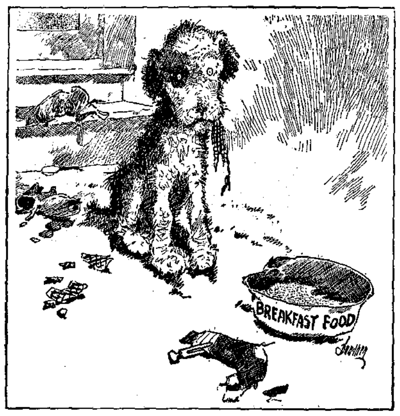
THE next President may be elected on the vegetarian ticket.—*Kansas City Times.*

ODE to a sirloin steak: "Tho lost to sight to memory dear."—*Memphis Commercial Appeal.*

IF the prodigal son should return to-day he would find the fatted calf boycotted.—*Atlanta Journal.*

MR. J. OGDEN ARMOUR adds his testimony to that of those who are convinced that the trusts have nothing to do with the cost of living.—*Ohio State Journal.*

WE are told that people who do not eat meat become mollycoddles. Those who do eat it become paupers. —*Charleston News and Courier.*



"IF I COULD ONLY REMEMBER WHERE I BURIED THAT BONE."
—Donahey in the Cleveland *Plain Dealer.*

SOMETHING just as good as meat and not so expensive is pretty hard to find, but you can save money during the search.—*Indianapolis News.*

THE anti-meat sentiment gives Mr. Gompers a chance to boycott without risk of clash with the authorities.—*Washington Star.*

To Messrs. Armour, Morris, and Swift, Union Stock Yards, Chicago: We who are about to diet, salute you.—*New York Evening Mail.*

THE expert who blames the high price of living on the extravagance of woman has a good deal of the old Adam in him.—*Chicago Evening Post.*

WORKINGMEN and others may be induced to abstain from meat, but politicians will never boycott pie.—*Chattanooga Times.*

To be sure the farmer is one of those who get the money, but it should be remembered that he gives something in return for it.—*Chicago News.*

ALTHO they are blamed for high prices neither the farmers nor the retailers are the people conspicuous for private yachts and palaces.—*Washington Star.*

WONDER if the managers of the great museums ever thought of visiting the cold-storage plants in their search for an egg of the great auk?—*Wall Street Journal.*

BARBERS are thinking of charging fifty cents for a hair-cut, but the advance will not hit the rich men who could afford it. Look at J. D. Rockefeller and J. P. Morgan.—*Grand Rapids Press.*

JACK SPRATT could eat no fat,
His wife could eat no lean;
But now the two they will eschew
And eat the humble bean. —*Chicago News.*

"CLUBS formed to boycott food," says an excited newspaper head-line. What do the members propose to live on? But perhaps in the excitement of organizing the boycott that point has not come up for discussion.—*Rochester Democrat and Chronicle.*

HENS lay eggs and cold storage de-lays them.—*Washington Post.*

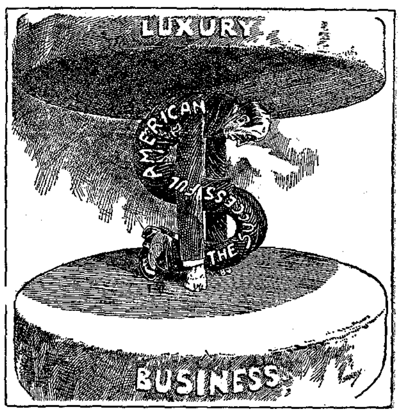
THE meat strike is spreading, with nobody calling for arbitration.—*Toledo Blade.*

WE positively refuse to consider resorting to the cheaper cuts of buckwheat cakes.—*Ohio State Journal.*

SPEAKING of a bloodless revolution, what would you call a successful meat boycott?—*Chicago News.*

A DETROIT man is planning a trust in beans. That's the only new development that might swing Massachusetts over to Bryanism.—*Brooklyn Eagle.*

THE price of shoes is also going up, and they'll soon be too expensive to eat. Thus perisheth another hope.
—*Toledo Blade.*



IS THE AMERICAN TYPE CHANGING?
—Bradley in the Chicago *News.*

IF cold storage had been known in the days of Columbus, he might have shown his companions a much better egg trick than he did.—*Boston Herald.*

As we understand the theory of the beef trust, the high price of meat is due to the reappearance of Halley's comet. —*New York Evening Mail.*

PERHAPS the cost of high living has something to do with the high cost of living. —*Wall Street Journal.*

ALTHO meat is fully as high in the East as it is in the West, Wall Street is dining regularly on lamb.—*Chicago News.*

THEY do say that apples cost him dear when Adam was the Ultimate Consumer.—*Richmond News Leader.*

CAN it be true that the country editor is still complaining because subscriptions are being paid in butter, eggs, and fine fat pigs?—*Richmond News-Leader.*

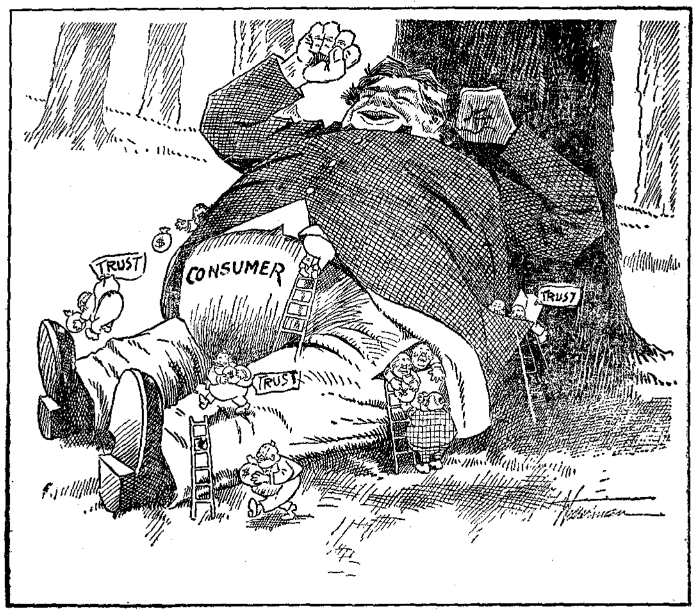
THE President announces that we are going to give six nations the benefit of low-tariff duties, but we don't notice the United States in the list.—*Ohio State Journal.*

JUST as we have decided to give up eating meat along comes the announcement that ex-President Roosevelt has shipped two wart-hogs from Africa.—*Detroit Free Press.*

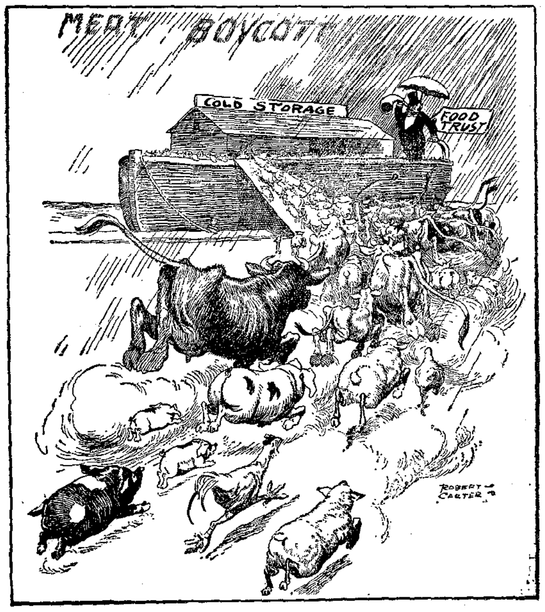
LOTS of people who are doing without meat don't know that there is a boycott on. They think that it is just because they haven't got the price.—*Philadelphia North American.*

THE Boston Cooperative Milk Producers' Company has decided not to reduce the price of milk next summer, and blames it on the cows. They can't deny it. —*Boston Traveler.*

HEY diddle diddle, the cat and the fiddle,
The cow jumped over the moon;
The Beef Trust laughed to see the rise,
And the citizen dined on a prune.
—*New York American.*



IS HE REALLY WAKING UP?
—Westerman in *The Ohio State Journal.*



THE MODERN ARK.
—Carter in the New York *American.*

GERMANY IN THE ASCENDENT

GERMANY'S rise in commercial power is impressing her sister nations no less than her growth in naval strength. Mr. Ellis Barker in his exhaustive study, "Modern Germany," declares that England has been quite cut out of the race. List, the great German economist, once wrote of England that that country was "a world in itself, a world which is superior to the whole rest of the world in power and wealth." Cobden declared of his native land "Great Britain is and always will be the workshop of the world." This is no longer the case. Germany, declares a writer in the Edinburgh *Blackwood's Magazine*, has now outrun Great Britain in every department of commercial activity. Germany has beaten England even in the manufacture of steel, which was once the specialty of the British, and we read:

> "In 1880 Great Britain produced more than twice as much steel as Germany. In 1896 Germany produced nearly twice as much steel as Great Britain. Britain's yearly steel production in those sixteen years increased less than fivefold; German steel production increased eighteenfold. And this, in spite of the distance from the seaboard of the German coal- and iron-fields."

In the domain of commercial chemistry, in the production of sugar, and in scientific agriculture, Germany also takes the lead in Europe, according to this writer, who tells us:

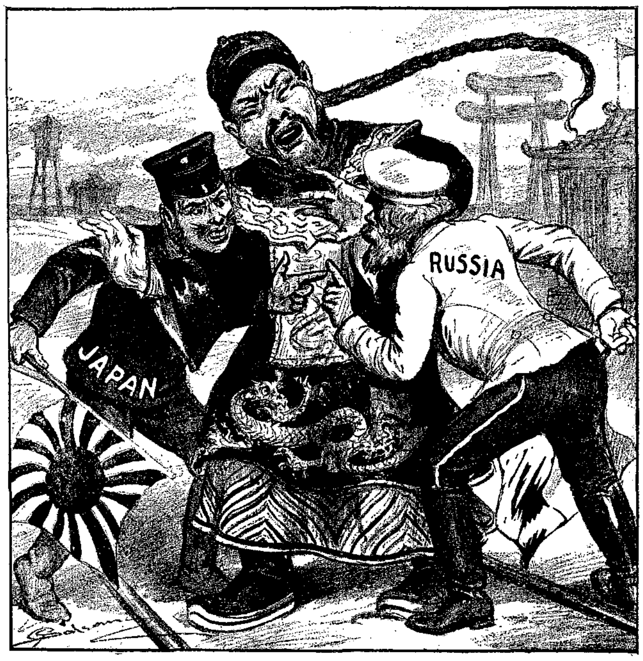
> "Wonderful has been the growth of the chemical industries in Germany, in many of which she has gained a virtual monopoly. Yet Germany is dependent upon foreign countries for the raw material of these industries, and to a great extent for the inventions upon which the industries are based. Perhaps the most striking example is that of anilin dyes, made from coal-tar. This remarkable invention is due to Mr. W. H. Perkins, an Englishman, but it is in Germany that the invention has been utilized: it is Germany that exports some £5,000,000 worth of these dyes annually, largely made of English coal-tar. It is Germany that, by the production of synthetic indigo, has thrown 1,500,000 acres in India, that fifteen years ago were producing indigo, almost entirely out of cultivation. It is Germany that, through the skill of her chemists, has so extraordinarily increased the yield of sugar from beetroot, and made that industry so profitable and that product so cheap, that, besides producing all the sugar required for her population of over 60,000,000, she exports £10,000,000 worth annually, and the West-Indian sugar industry has been ruined. The output of German chemical industry—not including sugar, which is agricultural produce—is estimated at about £60,000,000 annually, of which £20,000,000 is exported. Nearly 200,000 hands are employed, and their wages amount to nearly 10,000,000 sterling yearly."

Germany would like to take possession of such foreign countries as suit people reared in a temperate zone, declares this writer. The Monroe Doctrine keeps her out of Brazil, and the British Government keeps her out of South Africa. The "end of German statesmen," we read—

> "is not to Germanize men who have emigrated to countries under other rule and belonging to other races, but to obtain countries of her own as a field for the overflow of her teeming and ever-growing population. Such countries must be suitable for Europeans; they must have fairly temperate climates; and, when he surveys the world, the German, Emperor or peasant, sees that the habitable portion of the globe is already divided up among the Powers, and that, if we except China, the bulk of it belongs to Great Britain and the United States.
>
> "The Germans looked to South Africa falling into German hands; but that hope has been disappointed. Brazil, with a large German population, was a tempting bait; but the Monroe Doctrine has barred the route, and the time for a quarrel with the United States is yet far distant. If Germany is to obtain colonies, there is only one nation from whom they can be taken. Great Britain holds Canada, Australia, South Africa, and the best parts of Africa in the East and West. To paraphrase Mr. Ellis Barker, Great Britain has all the territory she wants, and she strives only to preserve in peace what she has won by war. But Englishmen must be simple if they believe that Germany will rest satisfied with the fact that Great Britain has practically all the colonies in the world while Germany has none.
>
> "Whenever Germany is ready, the British colonies must and will be her aim. And in that day we must rely upon our own right arm alone, and if our navy is not equal to the herculean task that will be imposed upon it, we shall lose colonies and empire."

WHY RUSSIA REJECTS THE KNOX PLAN

RUSSIA seems to show even more hostility than Japan to the proposal of the United States Government recommending that a syndicate of the four great capitalist nations, Great Britain, France, Germany, and the United States, should loan money to China to buy the Manchurian railroads belonging to Russia and Japan, and that the Manchurian railway system should be put under the administration of Russia, Japan, and the other four Powers named. The Japanese do not like the American scheme, and say so in a straightforward manner, and there the matter ends. But the Russian papers, especially the excessively patriotic ones, feel that their sensibilities are deeply hurt, and give expression to their offense in the most approved cavalier style. Would America have dared to make such a humiliating proposition, they exclaim, if Russia had not been whipt in the war with Japan, and if it were still considered a first-class international Power? The *Golos Pravdy* (St. Petersburg) evidently considers that with Russian prestige in the Far East undamaged, such a course on the part of the United States would be inconceivable. It says:



THE FIGHT FOR MANCHURIA.

CHINA—" But where do I come in ?" —*Fischietto* (Turin.)

> "What can have happened to Russia in general and to its position in the Far East in particular, when nations begin to speak to us in the language of the American note? There is in this note, which will henceforth become historic, such an utter contempt for our interests on the Pacific Coast, such a display of American purely commercial one-sidedness, such a challenge to us in the midst of perfect peace, that we must put on our thinking-caps and consider very, very seriously what is wrong with our present international status. Can it be that henceforth we shall be regarded among the nations as a second Turkey or a second China?"

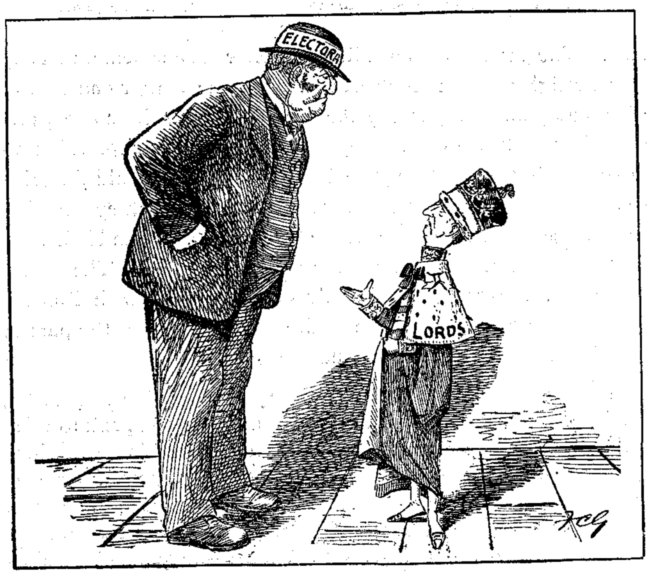
The same woful cry is sounded by almost all the Russian papers except the St. Petersburg *Riech*. The *Riech* does not advocate the acceptance of the scheme either, but it understands America

GETTING OUT EVERY VOTE.

A cripple carried to the polls at Brentwood, England.

and the spirit which moved the Government to such a recommendation, and therefore does not get excited about it, but merely discusses it from an objective point of view:

"The grand American plan of commercial, and hence also of political neutrality in Manchuria, through the buying up of the Manchurian railroads by an international syndicate, could originate only on American soil, in the country of milliards and of colossal enterprises. This project bears the mark of that bold spirit of speculation which is the impelling force of American industrial life with its broad sweep, surpassing everything which the European imagination, confined as it is within the narrow limits of reality, can conceive. Looked at as a scheme, it is excellent. It combines all good qualities except one—it is not realizable. In this respect it may be compared to Roland's celebrated steed. It was a superior animal in every way, but it had one defect—it was dead. The political advantages of the American plan are obvious. China would be freed from her uninvited and extremely embarrassing guests who are not averse to playing the rôle of hosts.



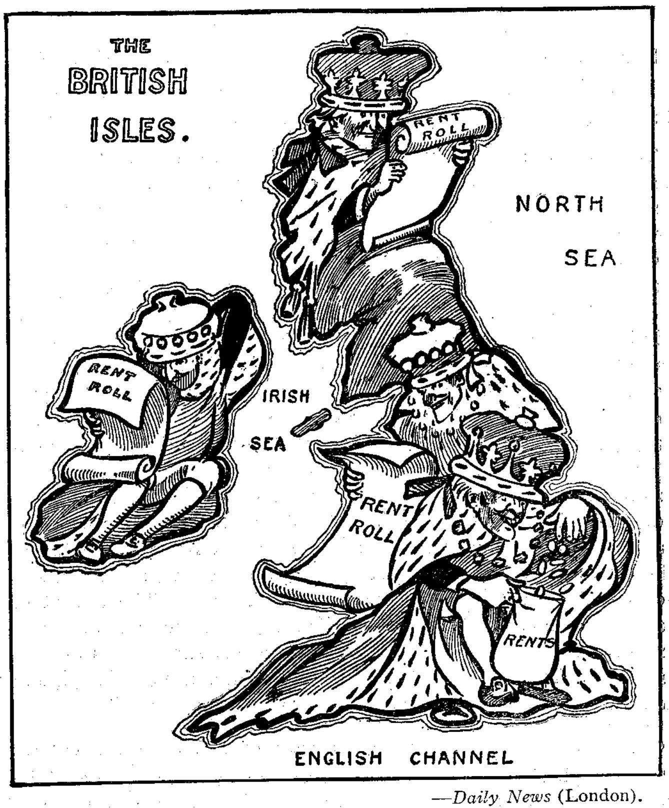
THE ELECTORATE AND THE LORDS.

Peer—"Look here, John, chuck the House of Commons business and votin' and all that representative rot and let me do the rulin'!"
Elector—"Not likely—there are about eight millions of me and about six hundred of you——"
Peer—"But I'm select——"
Elector—"Who selected you?"

—*Westminster Gazette* (London).

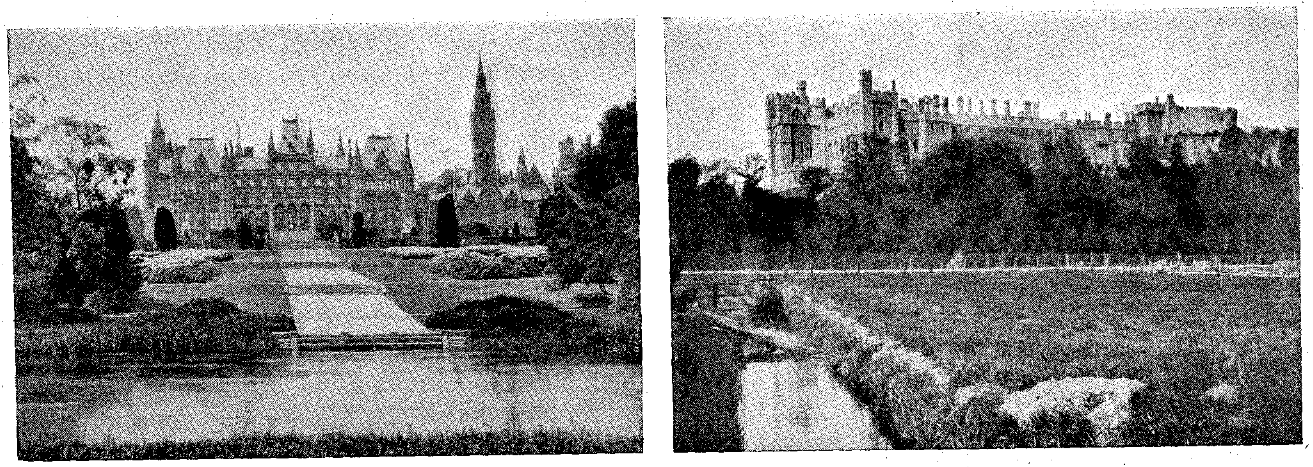
"It is true that handing over the Manchurian railroads to the direction and control of an international administration is equivalent to placing that province under an international *condominium*, but that is a lesser danger to the integrity and independence of China than the establishment of separate 'spheres of influence.' International administration would prove the best guaranty for the conservation of the open-door principle and for the securing of equal rights to all nations. The neutrality of all the railway lines of Manchuria, by excluding the possibility of using the roads for the transportation of troops, would mean making Manchuria really neutral, and would transform this huge province into a sort of buffer State between Russia and China, and between Russia and Japan. Such are the alluring political promises connected with the American scheme. In addition Russia and Japan would receive a handsome sum of money and the Russian treasury would be freed from the annual drain of expenditures on the Manchurian railroads, and with these economic advantages added to the political ones, we can not but regard the recommendations of the American Government in a favorable light."

But there is another side to the medal, the *Riech* continues to say. In the first place there is the question of money. About $200,000,000 would be needed to buy the Manchurian railroads. Will the capitalist nations consent to make this outlay upon an undertaking in which the commercial and financial interests are by no means as important as the political interests, namely, the securing of peace in the Far East? Capital seeks profits, and experience with the Manchurian railroads has proved beyond a doubt that they are far from profitable, that the railway projects in Manchuria have a political basis, not a commercial one. But even if the capital could be obtained, the *Riech* argues that the American plan would still be impossible of realization:



—*Daily News* (London).

"The acceptance of the American recommendation by Russia would mean giving up the game which down to the present time has resulted only in great loss. The rule, 'Play, but don't keep on playing in order to win back,' may be a very wise and prudent rule, but just because it is, it is scarcely fitted to human nature, especially when the stakes were very high, when the total loss amounted to millions and millions of rubles and hundreds of thousands of human lives. This is still more true of the other



EATON HALL, OF THE DUKE OF WESTMINSTER. ARUNDEL CASTLE, OF THE DUKE OF NORFOLK.

"UNEARNED WEALTH," WHICH THE LIBERALS WOULD TAX.

partner in the game, who had much greater luck in playing it. For Japan to accept the American proposition would mean not only to renounce further participation in a game in which she holds all the trump cards, it would also mean to renounce what she has already won at the cost of so much effort and sacrifice. It is not strange therefore that in St. Petersburg the American proposition is received with many doubtful shakings of the head, and is now being subjected to the closest and most careful scrutiny, while in Tokyo the plan is frowned down at once without hesitancy, without doubt, without deliberation."—*Translations made for* THE LITERARY DIGEST.

ENGLAND'S POLITICAL CRISIS

INSTEAD of deciding the issues of the campaign, the British elections seem to many observers to have ended so nearly in a deadlock that another election in the near future is inevitable. The Unionists now have 273 members and the Liberals 274 plus about 100 Laborites and Irish Nationalists who may vote with them on some questions and not on others. Unless Mr. Asquith can swing in one mass the Liberals, Home Rulers, and Laborites, then he must go to the wall, as the Balfour party will find no difficulty in defeating him the moment his followers fall apart into opposing groups. The Irish, for example, did not vote for the budget at the last session, as it puts a heavy tax on whisky, a staple article of production and use in Ireland. It is a question, therefore, if the budget can pass the new Parliament with this tax retained. In fact, many doubt whether any of the questions of the campaign can be said to be decided. The London *Telegraph*, a Conservative organ of much influence and authority, believes that Asquith and his party have put themselves in a dilemma:

"They can not attack the House of Lords; they can not pass Home Rule; they can do nothing but worry people they dislike by administrative vexation. . . . If the remaining elections complete the proof given by the earlier ones, that the country is sick to death of this Government, its members will represent a row of 'extinct volcanoes,' and do as little as they can beyond drawing their salaries."

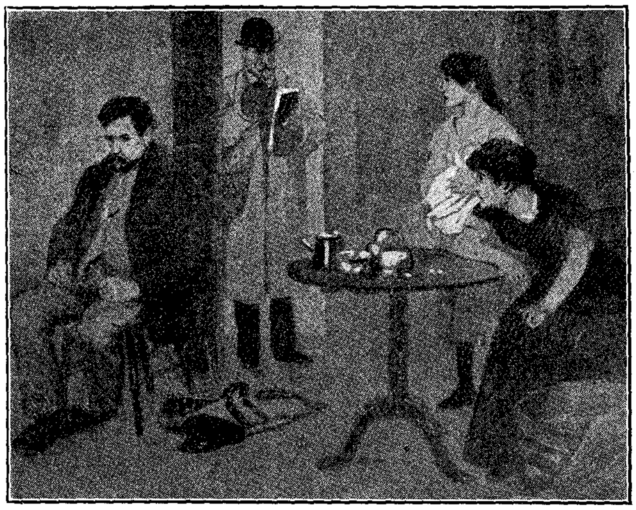
The Peers are exclaiming that with so close a vote Asquith dare not attack the Lords, and his aim of mending or ending the House of Peers is therefore defeated. To this argument the London *Daily Express* replies derisively:

"One would suppose that the only thing which could absolutely justify the Peers must be a vote of emphatic confidence and support from the electorate. If the electors declared definitely that they wanted to be governed by the Peers, and not by their own representatives, some justification for the House of Lords would be provided. But what has happened? The one thing which the elections have already made perfectly certain is that no such vote will be given. On the contrary an anti-Peer majority is assured. It may be something less than 100, it may be something more. The House of Lords, then, are to be absolutely justified by a hostile vote. The reasoning seems curious."

Another anti-Peer paper, the London *Daily News*, characterizes the Asquith majority in these glowing terms:

"The Government is likely to have as large a majority almost as any Liberal Government has possest, and one much larger than many a Government has enjoyed which has written some of the finest pages of English history. The majority of 1910 is, too, unique in quality. The great industries, the progressive cities, the vigor and the independence of these islands compose it, and they are in it not inadvertently but consciously and of deliberate choice. The North, Scotland, Wales, and Ireland, know what they want. Democracy is their living faith and reform will never again be shaken down from their banners. The army of 1910 is smaller than the army of 1906, but it is an army of Ironsides."

Turning to the other side, we find the London *Daily Chronicle* treating the reduction in Mr. Asquith's majority as due to his blundering incompetence, and speaking of him in these bitter words:



"PROTECTION."

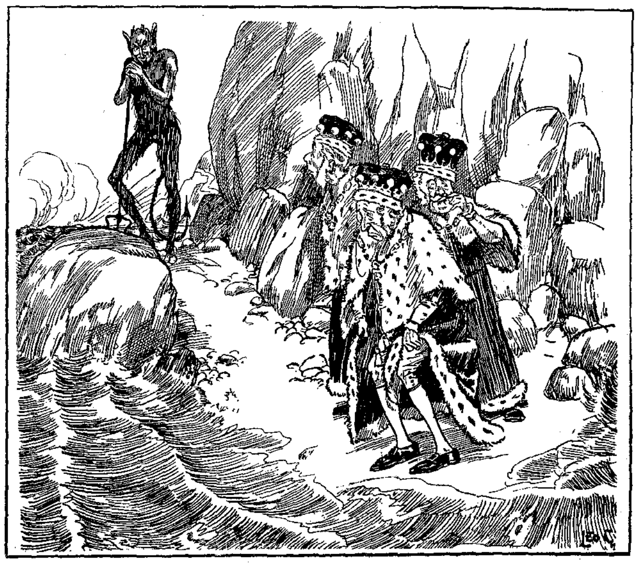
COLLECTOR—"I've called for the tax on your loaf."

—*Daily Chronicle* (London).

"The country resents the weakness of Mr. Asquith's leadership. When he succeeded Sir Henry Campbell-Bannerman he had a great opportunity. He might have asserted himself, have put his foot down against the follies of the extremists, and have insisted on cultivating the large volume of moderate opinion by a sane, careful, economical policy. He might have shown strength. Instead, the nation has had nothing but weakness. He capitulated to the Little Navy party. He allowed them mercilessly to cut down the fleet and endanger our national safety. He treated the offer of the Dominions with contempt. He surrendered to Mr. Lloyd-George's budget, which he knew to be mischievous and impracticable, and to Home Rule, which he probably detests. Having discovered that the German Government was accelerating and anticipating its naval program, and that Germany had overtaken England in rapidity of ship construction, he took no steps whatever to regain for this country its imperiled naval supremacy. He was content to make a humiliating compromise with the extremists in his Cabinet. And, finally, he allowed himself to be driven by Mr. Lloyd-George into a grave constitutional conflict in a moment of great danger from without. In return for all this long list of surrenders he was promised votes by the extremists. The promises have not been fulfilled. His party has suffered enormous disasters at the polls."

ENGLAND VIEWED BY HER NEIGHBORS

JUST as the crash of furniture and the splintering of china bring the neighbors to the windows to view a family jar, so the nations of the Continent are on tiptoe as the English Liberals abuse the Peers and the Conservatives cry "Socialist!" and "Anarchist!" at those who would tax the broad acres of the landlords. The Continental peoples are also interested because they are facing the same problems, and experiencing the same dissensions, as the British. The conflict between those who have and those who have not is as fierce in one country as in another. The issues decided at the recent polling in England, if they can be said to have been decided, are the most vital that can affect the political and economic life of a nation, declares the Paris *Temps*, by far the most authoritative of French newspapers. This organ remarks that, while the questions at stake in an electoral contest "are always more or less of a mixt-up character," the present debate in England "is centered in two points," first, the relation of the two houses of Parliament, and, second, the financial question, "mainly concerning the taxation of land and introduction of a protective tariff." "No vaster problem," it avers, "has ever been submitted to the decision of a national electorate."



BETWEEN THE DEVIL AND THE DEEP SEA.

"There are unfortunate people who are so horribly rich that they can not afford to go on living on account of the income-tax, and who dare not die on account of the death duties."—Lord Carrington.

—*Evening News* (Manchester).

Speaking of the attempt to deprive the House of Peers of that right of veto or revision which also belongs to the Senate of the United States, the Comte de Castellane, a deputy of the French Chamber, writes an article in the *Figaro* (Paris), another leading organ of France, which shows the bond of sympathy between the nobility of the two countries. He declares:

"The only way England can escape the destruction involved in the spoliation of the landed proprietors by a socialistic measure is by adopting the policy of the Conservatives. No naval predominancy will be of any help against the social revolution with which the country is threatened. This immense empire at present is in danger of tumbling into ruins, not through the onslaught of outside foes, but by the demolition of her immemorial bulwarks."

A most remarkable acknowledgment of Great Britain's place as the balance-wheel of international stability is made by Count de Castellane in the following words:

"The solidity and strength of Britain is absolutely necessary to the world at large; England is playing the principal rôle in the politics of the nations. If England, however, falls under socialistic control, her great prestige must be forfeited forever."

The *Frankfurter Zeitung*, on the other side, voices the opinion of the Liberal organs when it says:

"As a matter of fact the English Liberals and Democrats have been fighting not only for themselves, but for political liberty in general, and their triumph not only points to the progress made in the mother country, but also opens up the way to a greater independence for all the subordinate members of the Empire."—*Translations made for* THE LITERARY DIGEST.

A SIDE-LIGHT ON CHINESE REFORM

THE prolific crop of reform edicts issued in China in recent years have given the outside world a mistaken idea of the actual progress being made in that huge Empire, we read in the London *Times*. This journal has its correspondents scattered all through the Far East, and its judgment is formed with a pretty full knowledge of the facts. It cites the following case to show that an edict issued ten years ago has not yet penetrated the minds of the local authorities:

"How little the spirit of reform has as yet penetrated into the Chinese administration has been shown by a recent incident in Shanghai. A Chinaman was kidnaped a few months ago in the foreign settlement by the runners of the Chinese magistrate of the adjoining native city, in connection with an unimportant land dispute. He appealed for protection to the municipal authorities, and as a punishment for this he was condemned to receive 4,000 blows with a bamboo. It required the resolute intervention of the consular body to secure the release of the man upon whom the Chinese courts had inflicted this brutal treatment, tho they had no jurisdiction in the case. As our Shanghai correspondent adds, a significant feature of the incident is that punishment by the bamboo was solemnly abolished by the Imperial Edicts of April and October, 1905. The Reform Edicts which have been blazoned forth to the world as evidence of a new order of things are thus ignored under the very eyes of the foreigner for whose edification they are perhaps chiefly intended. What, one may ask, is likely to be their value in more remote parts of the Empire? We would especially commend this point to the attention of those ardent young Chinese patriots who clamor for the abolition of extra-territoriality and the surrender of existing treaty rights in regard to jurisdiction as an earnest of foreign good-will toward Chinese progress and reform."

The provincial assemblies make a better showing. Twenty-one of these bodies have been in active session, we learn, in accordance with the decree of October 19, 1907. The Shanghai correspondent of *The Times* furnishes a detailed account of the various resolutions passed by the assemblies, whose powers are merely deliberative, and *The Times* says of their discussions:

"In all these assemblies subjects of real national importance were discust very freely, and on the whole with moderation and intelligence. In some cases the governors had to interpose in order to warn deputies off forbidden ground when attempts were made to introduce questions directly connected with the international affairs of the Empire, but the rulings of the chair were on such occasions accepted with good grace, and the relations of the Executive with the assemblies appear to have been generally harmonious."

DOUBT CAST ON THE MARTIAN CANALS

THAT there is not only no evidence of "canals" on the planet Mars, but absolutely no appearance of geometrical structure —only irregularly grouped dusky spots—is the announcement made by Eugene Antoniadi, Fellow of the Royal Astronomical Society and director of the Mars section of the British Astronomical Association. At the desire of Director Deslandres, of the Astro-Physical Observatory of Paris, Mr. Antoniadi has just completed a study of the planet Mars with the great equatorial telescope at Meudon, the most powerful in the Old World. The Paris correspondent of the New York *Tribune* (January 17) communicates to that paper the following discussion of his results written by Mr. Antoniadi:

"My observations began on September 20 last, and I immediately found that, altho the 33-inch glass showed the planet Mars much more detailed than any drawings made in the past, there was no trace, under good seeing, of a geometrical network of canals. This fact led me to publish at once a note in the *Athenæ*, of Athens, on September 28, to the effect that the canal network was an optical illusion. A week later Professor Frost, of the Yerkes Observatory, quite independently announced that the great telescope of the Chicago University was 'too powerful for canals.'

SCHIAPARELLI,

Who discovered the markings called "canals" on Mars. He holds that photographs and observations that fail to show these markings may have been made at an unfavorable time for seeing them.

"The subject is a very important one, and it should be raised to unmistakable clearness for the public. It was in 1877 that Schiaparelli called attention to a series of dark streaks, furrowing apparently the Martian deserts, and on these markings were seen to connect the dusky areas, then considered to be seas. Schiaparelli called such streaks 'canals.' Yet he did not commit himself as to the nature of these objects. It was soon recognized, however, that bands some 4,000 miles long and occasionally 200 miles broad could not be artificial water channels. Prof. E. E. Barnard, the greatest astronomer of our time, altho using the large telescopes of Lick and Yerkes, never saw any spider's webs on the planet; but his observations do not entirely dispose of Schiaparelli's streaks, since he saw some broad, diffuse, and irregular bands at the places of the Italian astronomer's 'canals.'

"My own impression confirms the results arrived at previously by Professor Barnard. The majority of the 'canals' appeared to me as diffuse, irregular streaks; yet a considerable number of them were resolved into groups of detached spots, thus showing us that what appeared as a straight line in the modest instruments of Schiaparelli assumed a very complex, natural structure in the great French telescope of Meudon. This tendency of the planet's markings to become irregular with an increase of aperture is obvious not only in the 'canals' but also in the so-called 'seas,' several of which showed geometrical forms to the first observers of Mars, for when we examine a group of spots at the limit of visibility and subtending a very small angle our eye will interpret the complicated structure, which it can not define, in the simplest possible way, and will show straight lines and circles there where nothing of the kind actually exists on the object under scrutiny."

The Meudon observations further lead Mr. Antoniadi to the following general inferences regarding the so-called "canals":

"First—The true appearance of the planet Mars is a perfectly natural one, being comparable with that of the moon.

"Second—Under good seeing there is no trace whatever of a geometrical structure, the latter appearing by flashes lasting a fraction of a second, and when definition is unsatisfactory.

"Third—The Martian deserts are variegated with innumerable dusky spots, which are very irregular in outline and intensity, and whose sporadical groupings give rise, in small instruments, to the 'canal' system of Schiaparelli.

"Hence, altho there are no 'geometrical patterns' on Mars, or no genuine canals visible, yet the streaks of Schiaparelli do have an objective basis (groups of dusky spots), and this basis can be photographed. That is how we hear of the 'canals' being photographed, while we know that we have never seen a single artificial canal on that planet.

"The impossibility of the Martian canal network was demonstrated theoretically by Mr. Maunder, of the Royal Observatory, Greenwich; by Dr. Cerulli, president of the Società Astronomica Italiana, and by the great American astronomer, the late Professor Newcomb. The results of 1909 now establish that the would-be existence of artificial canals on Mars is further disproved by the otherwise weighty evidence of observation."

APPROACH OF THE TOOTHLESS MAN

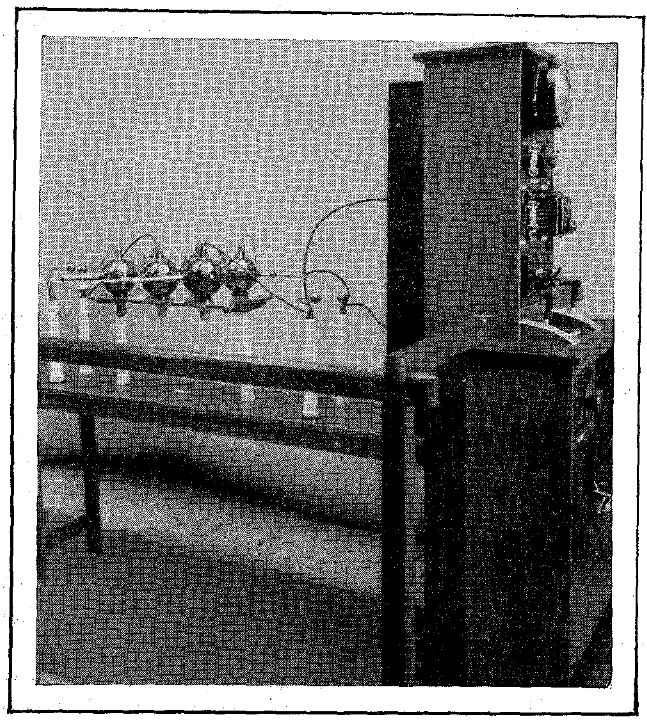
THAT Americans are losing their teeth, and that not only they but all civilized peoples must take care or they will become permanently toothless, is the warning sounded in a leading editorial by *Good Health* (Battle Creek, Mich., January). When we read farther on that one of the remedies is prolonged mastication, we glance instinctively at the head-lines and are relieved to find that the genial Mr. Horace Fletcher has been added to the magazine's editorial staff. Say the editors:

"The American people are losing their teeth. The same process of dental decay is going on among all civilized nations. The investigator of the future who may happen to compare the skulls in the burial-places of the ancient mound-builders with those exhumed from present-day cemeteries will be greatly imprest by the contrast. The mound-builder's skull has massive and symmetrical jaws, for the reason that each jaw contains sixteen teeth, well developed and well worn by much usage, but intact, free from decay, and held in place by strong roots. The present-day skull rarely, if ever, contains thirty-two teeth, or if it does, it is but a short time that the thirty-two teeth are present. The latest comers —the so-called wisdom teeth—of which there are four, one at each end of the arch of each jaw, remain but a short time, owing to the fact that they begin to decay before they have emerged from the jaw. It is very rare indeed that a person is found who possesses thirty-two sound teeth. The wisdom teeth are almost always defective and a source of much trouble. The roots are not properly developed and there is often not room enough for them in the jaw. In a few instances, nearly all the teeth are found to be defectively organized, misshapen, and misplaced."

These dental defects, the writer goes on to say, are not simply inconveniences. Defective teeth mean defective power to masticate, with impaired digestion and impaired nutrition. But indigestion is not often a result of defective teeth; rather is dental decay the result of indigestion. An unhealthy state of the mouth is itself simply a part of a general vital depreciation. Decay of the teeth is generally accompanied by a coated tongue and other evidences of bacteria. We read further:

"The above facts are presented as evidence that the modern civilized man must begin to give attention to his teeth and give them extreme care or he will lose them. The savage man and the wild beast of the forest have no use for a tooth-brush or for dentifrices. The primitive man masticates his food instinctively. He does not have to be told to fletcherize any more than does the orang-utan, or the chimpanzee. But the modern civilized man has so long neglected his teeth and has cultivated degeneracy to such a degree that the utmost care must be given them to prevent their total loss.

"The mouth and teeth should be thoroughly cleansed before and after each meal. At least twice a day the teeth and gums should be thoroughly freed from adhering materials by rubbing with a proper brush. The brush should not be so sharp and stiff as to cut the gums. The use of chemicals for cleansing the teeth is wholly unnecessary and may be seriously harmful. . . . . . .



THE TRANSFORMER USED IN "FARMING BY WIRELESS."

This apparatus inside the field hut transforms the low-pressure current to the high-pressure current of about 100,000 volts, which is supplied to the discharging lines about the plant.

"The teeth should be also well polished, and glistening. When rough or slimy, deterioration is taking place. The most important thing to be done for the protection of the teeth is to adopt such a dietary as will secure a clean tongue. As long as the tongue is coated and the mouth is swarming with destructive bacteria, which are capable of producing dental decay, the alimentary canal and the whole body are exposed to infection. Every portion of the food or drink which passes through the mouth carries into the stomach with it millions of these disease-producing bacteria, which, finding their way into the intestine, reproduce themselves in prodigious numbers, giving rise to intestinal autointoxication with all the mischief which grows out of this condition. The proper toilet of the mouth is far more important than that of the hands and face or any exterior portions of the body. Children should be taught the proper care of the mouth from early childhood."

SUGAR AS A FOOD—It is now a truth demonstrated by daily experience, says Jules Garçon in *Cosmos* (Paris, January 8), that ordinary sugar is a food of the first rank, and that it should not simply be classed with condiments such as pepper or mustard. He writes:

"The utilization of sugar in the animal organism is integral and it is assimilated without leaving any residue. These considerations lead Mr. F. Dupont, who presented them at the seventh International Congress of Applied Chemistry at London (1909) to ask how we may develop the consumption of so precious a food. Here are some interesting data:

"It is well known that, as a result of numerous experiments tried on horses and cattle, sugar now enters largely into the feeding of animals. The exemption from duty of sugar intended for this purpose has led, in France, Belgium, Germany, and Austria, to the utilization of large quantities of molasses and crude sugar, so that the use of molasses in the manufacture of alcohol has taken second place. It is more difficult to control its use as a food for human beings. The consumption of sugar per head varies widely in different countries. . . . Those that consume least are naturally those where the import duty is heaviest, namely, Italy, where it is about 9 cents a pound, Greece, where it is 9.1 cents, and Spain, 7.7 cents.

"How is sugar used in human nutrition? Notably in hot drinks, as tea or coffee, in cool drinks, in fruit preserves, in pastries, and in sweetmeats. Hot drinks are the most important, and the countries where they are most used are those that require the most sugar.

"It is generally stated that for every pound of tea-leaves 8 pounds of sugar are required, and for every pound of coffee, 2½ pounds."

It is recommended by Dupont that more of these drinks, more sweetened cool drinks, and more breads containing sugar ("coffee-cake" and the like) should be used. He advises the use of so-called "milk champagne," made by sweetening skim-milk, adding a little yeast, bottling it, and allowing it to ferment.—*Translation made for* THE LITERARY DIGEST.

FARMING BY WIRELESS

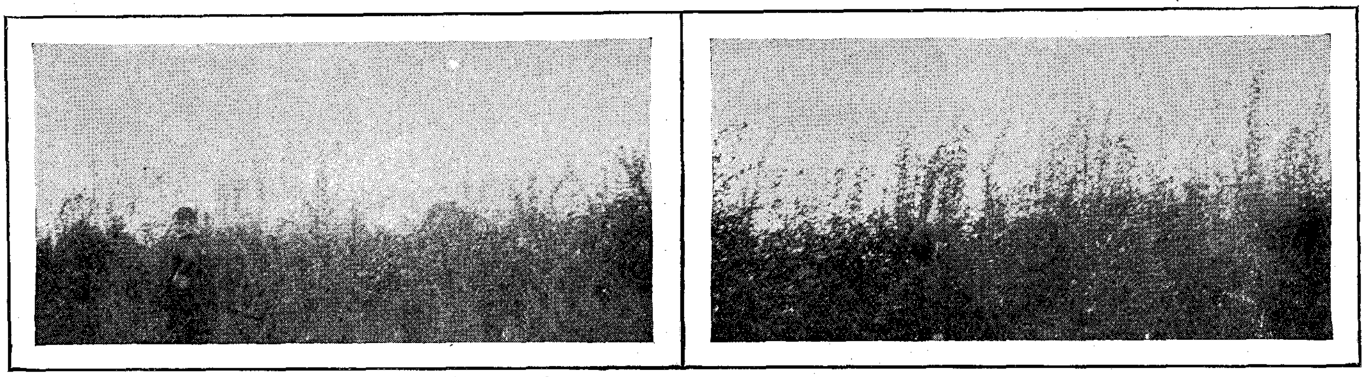
THIS is the title given to an article by Sir Oliver Lodge in *Collins' Wireless Bulletin* (Newark, N. J., January) describing recent English tests of the stimulation of vegetation by high-tension electricity. The heading is somewhat misleading, for wires play a very prominent part in the method, except that they are certainly not used to conduct the discharges directly to the plants. Experiments with electric currents in agriculture have been frequently tried in the last quarter-century, but never with such high-tension aerial discharges. Says Sir Oliver:

"Some thirty years ago a Swedish professor named Lemström sought to elucidate the *aurora borealis* by trying to imitate its appearance by electrical experiments. For this purpose he produced high-tension discharges of various kinds, and sent them through vacuum tubes until he got an appearance very like those of the *northern lights*. Some of these experiments he conducted in his greenhouse, and he noticed incidentally that the plants seemed to thrive under the treatment, and that the electrification thus produced in their neighborhood appeared to do them good. He also noticed, as remarkable, the flourishing development of plants in Arctic regions, where the sunlight was very weak; and he attributed part of this growth to the influence of electric discharges. . . . . . .

POST AND SPECIAL INSULATOR SUPPORTING THE ELECTRIC WIRE.

These posts are placed about 100 yards apart and about one post to an acre.

"He pursued the matter by careful observation, taking test plants



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HEDGE GROWN WITHOUT ELECTRICAL DISCHARGE.

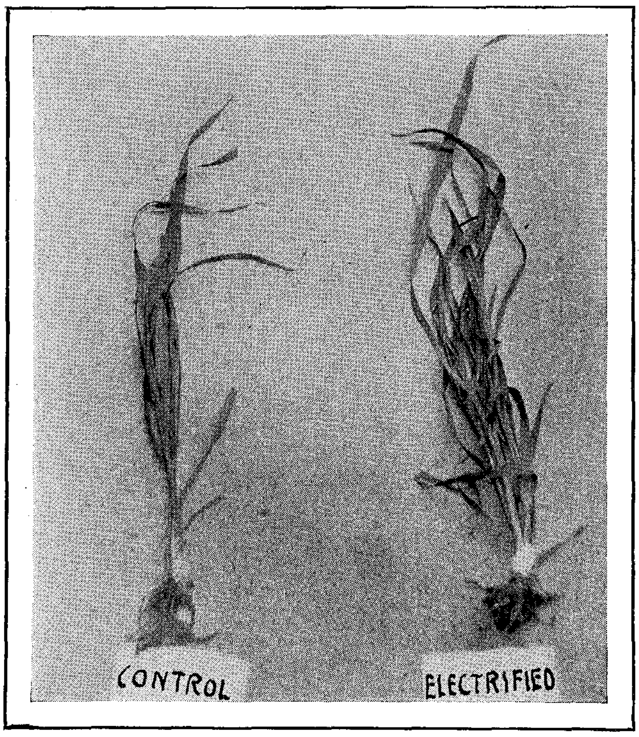
INCREASED GROWTH OF THE HEDGE, DUE TO THE DISCHARGE.

BEFORE AND AFTER ELECTRIC TREATMENT.

in pairs or groups, electrifying one group—that is to say, discharging some electricity into the air above them—and keeping a similar group away from the electricity, in order to be able to compare them. Then he photographed the two groups side by side, and found in nearly all cases a marked improvement as the result of the electrical treatment. He concluded that the needle-like shape of the leaves in fir-trees, and the beard on the ears of most cereals, have the discharge of electricity as their function, and finds that they do act in this way. . . . . . .

"It can hardly be doubted that the electrification of the air has some effect on growing plants. For it is found that, under the influence of sunshine, electrified plants can give off electricity from the leaves; and the fact that the air is naturally electrified relatively to the soil causes all plants to be electrified, too, so that in all probability they are in a constant state of slow electrical discharge, which becomes more rapid when the sun is up. In what way this discharge of electricity from their growing tips, and hair, and surface generally, really acts, must be studied and reported on by physiological botanists; but it is natural to suppose that it can not be without influence, and reasonable to think that the influence may be beneficial—a hypothesis which direct experiment confirms.

"Possibly in some sunny countries the effect is excessive, and might, with advantage, be moderated; but in this climate it turns out that artificial supply of electricity does increase the rapidity and assist the amount of growth. At any rate, the experiments of Lemström, which were repeated and extended by others, clearly pointed in that direction. So when, after some preliminary experiments at Bitton, Mr. J. E. Newman, of Gloucester, acting in conjunction with Mr. R. Bomford, of Salford Priors, determined to try the phenomenon on a really large scale, and came to me to see if I could help them electrically, and enable them to maintain a continuous high-tension discharge for hours together each day over ten or eleven acres by means of power furnished by an oil engine and dynamo, I very willingly assented, and set my son, Mr. Lionel Lodge, upon the job."



WHEAT GROWN WITH AND WITHOUT ELECTRICITY.

An average plant is taken in each case.

The method, we are told, is to stretch parallel wires on poles about 30 feet apart, something like low telegraph wires, but high enough for the usual farming operations to go on underneath without hindrance. Elaborate high-tension insulators are used, and the wires extend over the acreage under experiment, a control plot of similar land under similar conditions being left without any wires. These conductors are then connected at one post with a generator supplying positive electricity at a potential of 100,000 volts, and with sufficient power to maintain a constant supply at this tension. We read further:

"Leakage immediately begins, and the charge fizzes off from the wires with a sound which is sometimes audible, and with a glow just visible in the dark. Any one walking about below the wires can sometimes feel the effect on the hair of the head, as of a cobweb on the face. They are then feeling the stimulating action of the electrification.

"The electrification is maintained for some hours each day, but is shut off at night; it is probably only necessary to supply it during the early morning hours in summer time, and in spring time or in cold, cloudy weather for the whole day. In bright sunshine it seems unnecessary or even harmful. But at what stages of the growth of a plant the stimulus is most effective has still to be made out. Probably the earlier the better; and since, in the case of wheat, both the ear and the straw are valuable, the electrification should be applied for a time each day during the whole period of growth until stooling begins.

"The power required to generate the electricity is very small, for altho the potential is high the quantity is insignificant, the energy is accordingly comparatively trivial. It is known that even when natural atmospheric electricity has accumulated intensely, and has become a thunder-storm, the quantity even then is quite small, tho the potential or tension is so enormous that the flashes are of astonishing violence and power while they last.

"The electricity can be generated in more than one way. It can be generated by the revolving glass plates of a static influence machine, usually known in this country as a Wimshurst machine; or it can be generated by transforming up to high tension, and rectifying to one direction, the current of the revolving magnetic generator called a dynamo. The first is in many respects the simplest, and was used in the early and small-scale experiments, but it can hardly be regarded as an engineering method adapted to continuous or rough use. The latter is the one which in the trials described we have adopted.

"The power is generated by a two-horse oil engine driving a small dynamo in an outhouse of the farm. Thence the current is taken by ordinary overhead wires to the field, where they enter a suitable weather-tight hut, which contains the transforming and rectifying apparatus. The only moving part here is the 'break,' and if the original dynamo had been an alternator, even this might be dispensed with. The transformer is a large induction coil, specially made to stand continuous use, and its current is then rectified by means of vacuum valves in accordance with a patented device of my own.

"The negative electricity is conveyed direct to earth, except when retardation is desired, or during drought; while high-tension electricity, all of positive sign, is led by a specially insulated conductor out of the shed to the nearest post of the overhead insulated wires, which are thereby maintained at continuous high positive potential."

INVENTIONS OF THE FUTURE

UNDER this heading, Thomas A. Edison's forecast of the manner in which we may be going to solve some of our present industrial and scientific problems is published in *The Independent* (New York, January 6) in the form of an interview with Mr. Edison, who afterward, it is stated, revised and corrected the manuscript. The article runs, in part, as follows:

"Among the many problems which await solution in the future, one of the most important is to get the full value out of fuel. The wastefulness of our present methods of combustion is tremendous. A pound of coal has enough energy in it to carry itself around the world. We are able to extract only a small fraction of its heat and power; the greater part goes to waste. Our best steam-engines use about 15 per cent. of the energy of the coal they consume. With gas-engines probably 20 to 25 per cent. of the energy is utilized.

"There are various methods being tried out to convert coal directly into electricity without the use of a boiler—eliminating fire and steam. Some of these are oxidation methods. They are scientifically successful, tho not yet commercially successful. Oxidation is, of course, a form of combustion. It is slow burning. The only difference between rusting, burning, and exploding is the speed of the chemical reaction. Explosives burn very fast, and tho they are used to some extent as fuel in the propulsion of torpedoes, they are not economical. There is not as much power in a ton of 40 per cent. dynamite as there is in a ton of coal. Everything in nature would burn up if it were not for the fact that nearly everything except coal is already burned up. Iron would burn and make a good fuel—if in a very fine powder—but it has already been consumed in Nature's furnace. Coal is stored-up sunlight; it is the storage battery of the sun, to which we owe about all our energy.

"We may discover the germ of getting all the power from fuel to-morrow; and then again it may take a long time to find out.

"Radium has great power. It has no appreciable limit or end. It is not combustible. It gives off intra-atomic energy. We don't know how its energy was stored up. A carload of radium would have as much energy as all the millions of tons of coal mined in the United States in a year. Radium is the cause of the earth's heat, according to the view of most scientists to-day. That explains why the earth, constantly radiating vast quantities of heat into space, doesn't cool down. The planet would be pretty chilly after all these millions of years if it had no radium in it. While only small quantities of radium have been isolated, it exists everywhere in water, rock, and soil; it is universally distributed, and a little of it goes a long way. The possibility of harnessing this force for our use is somewhat of a speculation. A radium clock has been made, and it will go several hundred years without winding.

"I have a spinthariscope, which is a tiny bit of radium, of a size that will go through the eye of a needle, mounted over a piece of willemite. It has been shooting off millions of sparks for the six years that I have had it, and I expect it will be shooting sparks the same way for thousands of years. There will be enough sparks given out by that fragment of radium to cover and illuminate the State of Rhode Island. Some say they travel at the speed of light, others 12,000 miles a second. This speed is the source of radium's power. Infinite velocity makes up for lack of mass. . . . . . .

"Radium is found along with uranium and thorium. Some day we might find immense deposits of it, and then it will be a problem how to handle it without dangerous consequences. A large quantity of the stuff would kill everybody around. A fellow shot up with 17,000,000,000 atomic cannon balls poured into him with the velocity of light would feel uncomfortable.

"Besides its mechanical possibilities radium is valuable, it is said, in the treatment of skin cancer and some other diseases. Cancer is a hard proposition, but when it bucks up against radium it meets its match. I guess it is a case of *similia similibus curantur*.

"There are lots of things besides radium that we don't understand. These five senses of ours are pretty dull detectives. We perceive only a little that comes within the range of our senses. A thing drops below our level and we don't perceive it. Here and there, now and then, some one finds out a new thing we didn't dream the existence of. In this room and in your room at this moment there are fifty wireless messages going through. Without instruments we can not detect them."

After we have developed the power of our waterfalls, the utilization of the tides, Mr. Edison thinks, will possibly follow, but the machinery to accomplish this would require a vast investment. More practicable, he says, are windmills connected with storage batteries to lay up the energy of the winds in electrical form. Sun-engines Mr. Edison considers very promising machines. They absorb the sun's heat in water or other liquid, or concentrate it by focusing the sun's rays on a boiler. In Arizona there is a 30-horse-power sun-engine using a steam-turbine. We read further:

"In steaming volcanoes there is a source of power, which might be obtained and sent out by electricity. At Yellowstone Park the geysers are wastefully spouting a large amount of energy. In the Comstock Lode and all through that region nature has a power-house which man could use. Steam under pressure to run engines and make electricity can be had there merely by sinking artesian wells. . . . . . .

"To get rid of friction in our machines is one of the future problems. The only machine without friction that we know is the world, and it moves in the resistless ether.

"The monorail does not appeal to me. It was a fundamental mistake that our railroads were built on a 4-foot-9½-inch gage instead of a 6-foot gage, which we will probably have to come to yet.

"The aeroplane of the future will, I think, have to be on the helicopter principle. A successful air-machine must be able to defy the winds. If Wright's aeroplane had one-twentieth of its surface, the wind would not affect it. The helicopter principle is the only way to rise above atmospheric conditions. By increasing the velocity of propeller revolutions the size of the machine can be diminished and thereby we vanquish the hostility of the wind. A helicopter could have foot-size planes distributed on a 100- to 150-foot circle and controlled from the center by wires.

"Chemical food has been worked out pretty well by Emil Fischer and his students, but it won't be a commercial proposition. There are lots of synthetic things made. Carbohydrates of the same nature and bulk as the natural material are produced, but you can't beat the farm as a laboratory, commercially speaking. If we should dry up like Mars and couldn't raise vegetables on the earth, we might turn to a chemical diet. There might be local famines which could be mitigated by the food-productions of the chemists. The complaint to-day seems to be that there are too many chemicals in our food.

"The clothes of the future will be so cheap that every young woman will be able to follow the fashions promptly, and there will be plenty of fashions. Artificial silk that is superior to natural silk is now made of wood-pulp. It shines better than silk. I think that the silkworm barbarism will go in fifty years, just as the indigo of India went before the synthetic production of indigo in German laboratories. . . . . . .

"There is much ahead of us. We don't know what gravity is; neither do we know the nature of heat, light, and electricity, tho we handle them a little. We are only animals. We are coming out of the dog-stage and getting a glimpse of our environment. We don't know, we just suspect a few things. It will take an enormous evolution of our brains to bring us anywhere. Our practise of shooting one another in war is proof that we are still animals. The make-up of our society is hideous.

"Communication with other worlds has been suggested. I think we had better stick to this world and find out something about it before we call up our neighbors. They might make us ashamed of ourselves.

"Art will be increased and distributed as we emerge more and more from the dog-stage. Society will have to stop this whisky business, which is like throwing sand in the bearings of a steam-engine. In 200 years, by the cheapening of commodities, the ordinary laborer will live as well as a man does now with $200,000 annual income. Automatic machinery and scientific agriculture will bring about this result. Not individualism but social labor will dominate the future; you can't have individual machines and every man working by himself. Industry will constantly become more social and interdependent. There will be no manual labor in the factories of the future. The men in them will be merely superintendents watching the machinery to see that it works right.

"The work-day, I believe, will be eight hours. Every man needs that much work to keep him out of mischief and to keep him happy. But it will be work with the brain, something that men will be interested in, and done in wholesome, pleasant surroundings. Less and less man will be used as an engine, or as a horse, and his brain will be employed to benefit himself and his fellows."

IMAGINARY BIBLICAL ELECTRICITY

THE article on electrical knowledge among the ancient Jews, which we recently quoted from the *Revue Scientifique*, calls forth amused comment from *Cosmos* (Paris), which opines that the alleged discoveries of the author, a German engineer named Stadelmann, should be "taken with a good dose of skepticism." Stadelmann thinks, it will be remembered, that the Ark of the Covenant was a huge Leyden jar in which atmospheric electricity was stored. When a profane outsider approached, according to the author, he received an electric shock. To Stadelmann's suggestion that a further study of the subject might reveal interesting facts about Egyptian electricity the reviewer replies:

"We can do no better than call attention to something that has already appeared in the columns of *Cosmos*. The presence of magnificent pictures in the deepest parts of the Egyptian tombs, where no trace of torch-smoke has been found, has suggested to some Egyptologist the hypothesis that the artists had at their disposal the electric light, without flame, smoke, or odor, and that certain bits of metal might be the remains of electric conductors. To which impartiality compels me to add that a zealous (and possibly also jealous) Assyriologist replied that the Egyptians must have been far behind the Assyrians in scientific progress, for as no wires at all had been found in Assyrian ruins, they must have been familiar with wireless telegraphy."

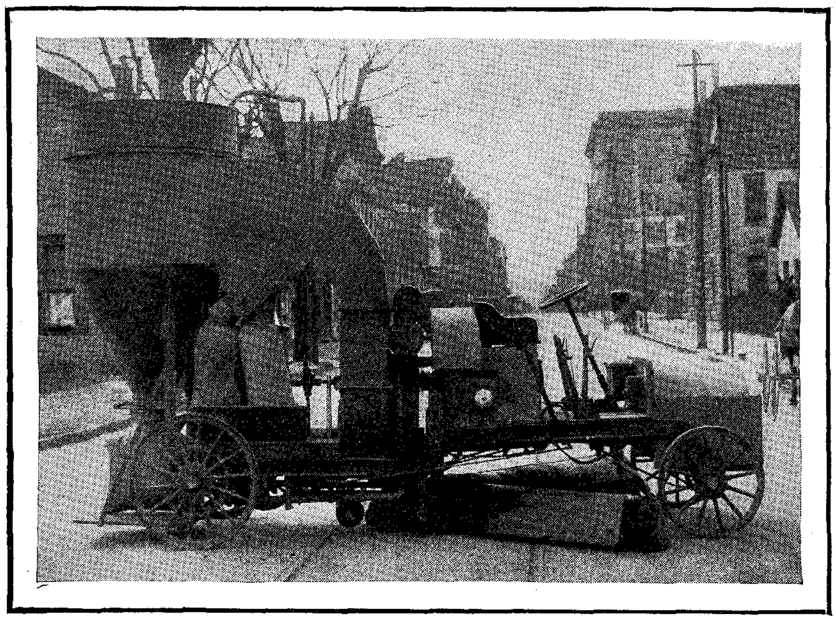
In another issue of the same paper Mr. Joseph Jarriant says:

"The fantastic German who would transform Moses into an electric engineer has not, like many of his compatriots, the merit of originality. In a work published thirty or forty years ago—'The Wonders of Science,' by Louis Figuier, the author writes, in his chapter on the lightning-rod, of the golden spikes on Solomon's temple; and elsewhere he makes of Simon Magus an ancestor of our 'flying men.' Another proof that when a man wants to make the Bible say what it never said (since the sacred writer was not composing a scientific treatise) he runs the risk of making a fool of himself."—*Translation made for* THE LITERARY DIGEST.

BLEACHED FLOUR—Flour is now whitened artificially by the chemical action of certain nitrous gases. This process, it is claimed, does not injure the flour itself, but whether it may not enable dishonest dealers to make bad flour look good, is another question, which is discust as follows by a writer in the *Revue Scientifique* (Paris, January 8):

"Whether wrongly or rightly, consumers demand white bread. This whiteness depends on that of the flour of which it is made. It has long been known that flour turns white with age. In 1898 it was proposed by Trichot to hasten the bleaching by means of ozonized air. Since that time the use of air subjected to electric discharges and containing binoxid of nitrogen has given industrial results so satisfactory that it is now commonly employed. The process has been studied by Mr. Fleurent, professor in the Conservatoire des Arts et Métiers in a report to the Bakery Syndicate in 1905. Mr. H. Rousset (*Revue de Chemie*, October 17) examines it again in some detail. The bleaching, as Mr. Fleurent has shown, alters in no respect the nutritive value of the flours. The decoloring action of the nitrogen compounds is exerted upon the fatty matters in the flour. A few cubic centimeters of the binoxid suffices to decolor at once 1 kilogram of the flour. The flour is sifted on tables into a recipient traversed by air containing a small proportion of nitrous products.

"This industry, for which it has been necessary to create all the *materiel*, has not, however, been well received by the consumers. Mr. Rousset endeavors to combat their prejudices. Bleaching processes are already well known in the food industries, notably in that of sugar and in that of fatty foods. Provided they introduce nothing injurious, these processes, since they add value to the food, constitute a degree of progress; but, with a certain amount of reason, consumers ask whether processes like that of flour-bleaching do not favor fraud by giving a deceitful appearance to inferior products of the mill. Honest commerce should defend itself against fraud; it has the means and the duty. Whiteness is a quality that is appreciated and will be paid for, but the user should be assured that other more solid qualities are also present."—*Translation made for* THE LITERARY DIGEST.



By courtesy of "The Scientific American."

A VACUUM CLEANER FOR THE STREETS.

A VACUUM STREET-CLEANER—The war against dust which is now so successfully waged in houses by means of vacuum-cleaning machines bids fair to be extended to include street-cleaning. Says *The Scientific American* (New York, January 22):

"It is just as important to keep the dust down when sweeping streets, and more so because street dust is always heavily laden with disease germs which are a constant menace to passers-by and particularly to the street-sweepers. A machine has just been perfected which works somewhat on the principle of the smaller household vacuum-cleaners. The dirt and refuse of the surface over which the machine travels is gathered by rotating brushes and then by pneumatic power is sucked or lifted into conduits, where the heavier parts of the refuse are extracted and deposited in closed receptacles. The fine dust, which it has been impossible for mechanical sweepers as heretofore devised to dispose of, is carried onward in closed conduits and wetted down so that it may be taken off in the form of silt. The suction mechanism is operated by the engine which propels the machine, the power of the exhaust being utilized in the process of separating and reducing the dust. By actual tests recently made under the most adverse conditions this sweeper has shown its ability to clean in an hour as much street surface as the old-fashioned horse-drawn sweeper will sweep or brush in six hours."

CHURCH STATISTICS FOR 1909

IN Dr. Carroll's annual statistics of the churches of the United States he points out for the year 1909 a practically static condition of church-membership, but an increase in the agencies of the Church. The gains in church-membership are given as 791,713, or about the average of the past five or six years; but 1909 shows a gain of 4,023 ministers and 4,726 churches, which, he says, is above the average for this period. Some increases are due to the bringing in of new bodies discovered by the census of 1906, and appearing in the tables this year for the first time. Dr. Carroll, who publishes his article in *The Christian Advocate* (New York), gives this statement of the new denominations:

"There are a number of new bodies in the tables this year, at least bodies which have not appeared therein before. The Servian, Rumanian, and Bulgarian Orthodox churches in the group of Eastern Churches appear for the first time, and the group itself has not been given separately before. The three Churches of the Living God, the nine Faith Associations, the Jehovah Lutheran Synod, branches of the Catholic Apostolic and the New Jerusalem Church, the Swedish Evangelical Free Mission, the Reformed Methodist Union Episcopal Church, the Union of Moravian and Bohemian Brethren, the Hungarian Reformed Church, Bible Faith Churches, and Pentecostal Associations are all added to an already sufficiently long list of denominations. On the other hand, the Evangelist Missionary body (Methodist) and several communistic societies disappear, leaving about 174 more or less distinct religious bodies to represent the choice the American citizen may make as to his denominational relation. The new denominations, it will be noticed, are not large."

The prevailing idea of the great preponderance of women over men in church-membership is erroneous in some respects. "The proportion is not two women to one man, but for all religious bodies about 57 per cent. to 43 per cent. In Protestant bodies it is greater, nearly 61 to 39 per cent. In the Roman-Catholic Church the sexes are nearly evenly balanced, 50.7 per cent. to 49.3 per cent. The Christian-Science Church has the highest percentage of women, 72.4; other denominations having a high percentage of women are the Congregationalists, 65.9; the Seventh-Day Adventists, 65.2; the Universalists, 64.6; the Protestant Episcopal Church, 64.5; and the Colored Primitive Baptists, 64.3."

The aggregate value of church property of all denominations is $1,257,575,867, against $679,426,489 in 1890, an increase in the sixteen years of 85 per cent. The Methodist bodies had the largest increase among Protestants; the increase of the Roman-Catholic property value is over 147 per cent.

Secretary Yates, of the National Spiritualist Association, disputes the returns of 455 societies, with 100 edifices and 35,056 members. He says "there are at least 1,000 societies and churches, not including small circles that meet in private houses, with 300,000 members." The returns of the census of 1906, which was published in the summer of 1909, show a wide divergence from the official denominational returns for the African Methodist Episcopal Church and the African Methodist Episcopal Zion Church. This is explained by defective returns of "incompetent ministers." Some of the same discrepancies are observable with statistics of the colored Baptists.

There has been no way of getting statistics of Jewish congregations, it is said, save by the United States Census. The census of 1906 gives 1,084 ministers, 1,769 organizations, and 101,457 members. This is a heavy decrease of members from the census of 1890. But since every one knows that the Jewish population is growing, the discrepancy is explained by saying that the census of 1890 was gathered by a Jew well known to the congregations; while those of 1906 were gathered by direct inquiries from the census office to the congregations, and are, therefore, less complete. "The Russian Jews fear that a census is preliminary to the exaction of military service." Of some other denominations we read:

"The officers of the Christian-Science Church formerly gave their statistics annually. For the last two or three years they have declined to furnish any figures. In the days of his prosperity, Dr. John Alexander Dowie used to give information as to the members of the Christian Catholic Church; but for several years before he died he refused all such requests. The census authorities return only 5,865 members in 1906, with only 17 organizations. Evidently the Dowie Movement is rapidly declining. Probably the Mrs. Eddy Movement has reached and is passing the zenith of its strength.

"It is as yet impossible to give accurate figures for the Cumberland Presbyterian Church. Many presbyteries are in a disrupted state, hundreds of churches are divided, as reported in the Minutes of the Cumberland General Assembly, and the outcome of litigation for the possession of the property is awaited in a number of States. Thousands have followed the union movement into the Northern Presbyterian Church; but many, it is claimed, are awaiting the decisions of the courts before reaching a final determination as to their church relation."

Dr. Carroll mentions as one of the interesting developments of immigration "the transplanting of churches of the Eastern Orthodox communion on American soil." Further:

"The Russian, Greek, and Armenian branches have been represented here for some years; but more recently the Syrian, Servian, Rumanian, and Bulgarian Orthodox churches have come among us. The Servian Church takes care of immigrants from Austria, Dalmatia, Servia, Montenegro, Bosnia, and Herzegovina. The first Servian church was established in Jackson, Cal., in *1894*. The affairs of the Church in the United States are administered from Chicago by Archimandrite Dabovitch, under the jurisdiction of the Russian Archbishop of New York City. The Rumanians come from Transylvania and from Rumania. A little more than half of the 60,000 in the United States are Uniates (Roman Catholics), the rest being Orthodox. The first congregation of the latter was organized in Cleveland, Ohio, in 1904. The Orthodox congregations are under the jurisdiction of the Primate of Rumania and the Metropolitan of Hermannstadt, in Transylvania. There are about 25,000 Bulgarians in this country. They are found in greatest numbers in Granite City and Madison, Ill. The first congregation was established at Madison in 1907."

The following table presents the order of denominational families:

Denominational Families.	Rank in 1909.	Communicants.	Rank in 1890.	Communicants.
Catholic (Roman, etc.)	1	12,372,069	1	6,257,871
Methodist..................	2	6,477,224	2	4,589,284
Baptist	3	5,510,590	3	3,717,969
Lutheran..................	4	2,173,047	5	1,231,072
Presbyterian	5	1,848,046	4	1,278,362
Episcopal	6	921,713	6	540,509
Reformed	7	442,569	7	300,458
Latter-Day Saints	8	400,650	9	166,125
United Brethren	9	304,656	8	225,281
Jewish	10	143,000	10	130,496
Dunkard Brethren	11	122,847	13	73,795
Friends	12	119,601	11	107,208
Adventists	13	91,951	14	60,491

According to advance sheets of the Official Catholic Directory, published by the M. H. Wiltzius Company, of Milwaukee and New York, there are 14,347,027 Catholics in continental United States, showing a gain of 111,576 over the figures presented a year ago. Some further facts are here compiled:

"Adding to the number of Catholics in the United States proper those of the Philippines, Porto Rico, the Hawaiian Islands, the total number of Catholics under the United States flag is 22,587,079. The Catholic population under the British flag, according to the same directory, is 12,053,418, while the German Empire boasts of 20,327,913. There are 35,570,873 Catholics in the Austro-Hungarian monarchy.

"The Wiltzius Directory shows that there are 16,550 Catholic priests in the United States, 12,274 being secular clergy and 4,276 members of religious orders. A gain of 457 is shown among the clergy. The total (16,550) does not include those United States priests who are working in the Philippines or other foreign missions. Neither does it include those in Rome or studying abroad.

"There are 8,849 Catholic churches with resident priests in the United States and 4,355 mission churches which are supplied by the neighboring pastor. The total number of churches, therefore, is 13,204, a gain of 366 over last year."

THE ANGLICAN'S NEW INVASION

THE canon of the "open pulpit," to allow the clergy of other denominations to preach in Episcopal churches, approved last year by the House of Bishops, is now joined by another invading force. "The Laymen's Missionary Movement has swept into the Episcopal Church from the outside sea of Protestant sectarianism," says *The Lamp* (Garrison, N. Y.), "widening the breach in her embankments made by the so-called 'Open-Pulpit' canon." *The Lamp* is the organ of the Graymoor colony that lately renounced their Anglicanism and went over to the Roman communion. The editor of this journal seems to look backward upon the minority of the Episcopal brotherhood whom he sees affronted by first one then another liberal movement in the Church at large, and standing "almost persuaded" to follow in his footsteps. He presents the situation in these words:

"Mr. Silas McBee, the editor of *The Churchman*, the richest and most influential paper published in the Episcopal Church in America, has been a chief promoter in this Layman's Movement, and recognizing it as a financial success the bishops and other ecclesiastical leaders of broadchurch proclivities have indorsed it, and now *The Living Church*, which poses as the oracle of all that is truly 'Anglo-Catholic,' has fallen into line in the wake of *The Churchman*."

There is still, however, a remnant who do not believe in "the open pulpit" or what Mr. McBee speaks of as "the priesthood of the laity." To quote further from *The Lamp*:

"All this [new departure] is, however, a great grief to those old-line High Churchmen of the school of Pusey, Liddon, DeKoven, and Nicholson, who, since the days of the Oxford revival, have held to the sincere conviction that the Anglican Church is not merely for England the true and only Catholic Church with lawful jurisdiction, but that it is also 'that pure and Apostolic branch of the Church Catholic which God has planted on these Western shores' (we are using the exact language of Anglo-Catholic apologists). In order to understand and more fully sympathize with the unfortunate position in which this advanced section of Anglican Churchmen now find themselves in the face of an 'open pulpit' and the Laymen's Missionary Movement, we must take into account that they believe almost everything that Roman Catholics believe. In their own eyes they occupy much the same position in regard to Rome as the schismatic churches of the East. They have a firm conviction that the Apostolic succession has been preserved in the English Church and that in consequence they have a true priesthood and valid sacraments. Their ritual observances are closely modeled after the decrees of the Roman Congregation of rites, they not only believe in the Sacrifice of the Mass and the Real Presence in the Holy Eucharist, but they strictly observe fasting, communion and go frequently to confession. In some of their churches they have adopted the service of Benediction. Not a few use the rosary and accept the dogma of the Immaculate Conception. In regard to the papacy the most of them confess to accept a primacy of Rome."

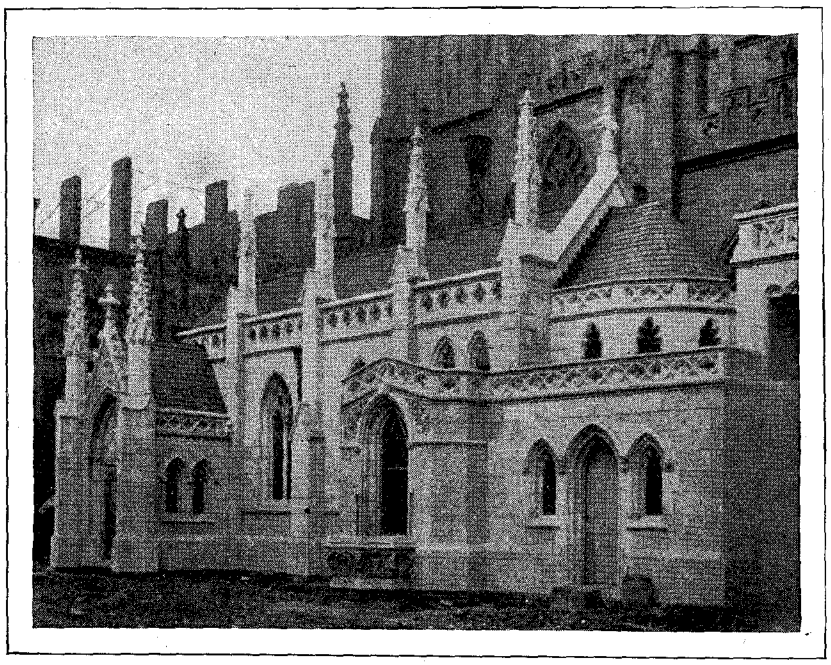
The Lamp, which of course is now a Roman-Catholic organ, thinks the Church of the Papacy has met with an opportunity it should not ignore, and we are told:

"It seems to us that here is afforded an opportunity for Catholics to indicate to these high-minded followers of the traditions handed down by the Oxford leaders of a generation ago that, in so far as their principles are akin to those which we ourselves hold as members of the One Catholic and Apostolic Roman Church, they have our cordial sympathy.

"In the December number of *The Re-union Magazine* the Rev. Spencer Jones spoke of the various parties in the Anglican Church as constituting 'sections.' We wonder if we shall be very far out of the way in venturing to suggest that perhaps some day in the not far distant future there will be a cleavage between those sections and the section which has been truest to the original teachings of Newman, Harold Froude, and W. G. Ward will ultimately follow them into the Catholic Church."

NEW YORK'S OPEN-AIR PULPIT

GRACE Church in New York is introducing a novel feature into its work by building an open-air pulpit where preaching in several languages may be heard by any who care to stop and listen. This enterprise will be a memorial to Dr. Huntington, the late rector, who fathered it, but did not live to see its completion. The open space on the corner of Broadway and Tenth Street, lately occupied by a commercial house, will furnish room for the congregation and will be known as Huntington Close. The Year Book of Grace Church, just published, makes these statements:



THE PULPIT IN THE MARKET-PLACE,

Erected on the spot to be known as "Huntington Close," thus memorializing the late rector of Grace Church and carrying "his constant message of brotherliness and good-will."

"An open pulpit has been placed so that it can be used for out-of-door services without encroaching upon the garden proper, and Dr. Huntington had looked forward eagerly to the beginning of its ministry of loving service, and it was one of the interests which occupied his thoughts during the last days of his life.

"Of the purchase price of the property, which was acquired in 1905 for $375,000, about the sum of $200,000 still remains unpaid, and it is proposed as soon as that amount is forthcoming to call the spot so cleared 'Huntington Close.' A suitable remembrance will there be erected, recording the name of him with whose life the gift will be associated.

"Will not the fact that the memorial is to be beyond the walls of the church be typical of that outreaching presentation of the gospel for which he always stood?

"As a people we need no such reminder lest we should forget him. But this is a work to which he had committed himself. In thus cooperating with him we shall be making his name fragrant in the thoughts of thousands who never knew him, but to whom 'Huntington Close' will carry his constant message of brotherliness and good-will."

THE ITALIAN CATHOLIC PROBLEM

THE church papers of the Catholic communion have for some time shown anxiety over the laxity of the Italian contingent of the population. Monsignor Pozzi in especial has anxiously asked why so many Italians coming from "the Pope's own country" should be lost to the faith in America. Not only are they lost, adds a Catholic paper, *The Monitor* (San Francisco), but are "turned in hatred against the Church." Monsignor Pozzi has been engaged in work among his compatriots in Trenton, N. J., where defection is especially marked, and in an article in *The Missionary* (Washington, D. C.) lays the blame for this trouble on two distinct causes. First, "the atheistic spirit creeping over the Italian borderland from France," and, second, quoting the priests' own words, "the self-confidence of the priest . . . the remissness and carelessness of many in giving religious instruction." *The Monitor*, where these quotations are made, goes on with its own reflections:

> "The latter source of trouble and weakness is the prime source, we fear: it is this sad lack of religious training which leaves the mind of the Italian open to the ruinous free-thought philosophy of his French neighbor. And, if Monsignor Pozzi's words be exact—and no one disputes them—the religious condition of the people of some parts of Italy must be sad indeed! 'In the mountain districts, especially in the south, whence come most of the Italians to America,' says the Monsignor, 'the catechism is piteously neglected. It is well-nigh discouraging to find some young men and women, fresh from Italy, who are unable to say even the "Our Father" and the "Hail Mary."' Their knowledge of God and his Commandments, then, must be small—no wonder Protestant missionaries, many of them sincere and honest in their intentions, devote time and money to 'saving' such unhappy people!"

An American Catholic, hearing these words of Monsignor Pozzi, *The Monitor* proceeds, "is inclined to ask, in honest indignation, What are they doing in Italy, sending us such people?" It goes on:

> "But the problem is ours, here in America, for those people are coming and will come. Much is being done in Italy by Pope Pius X. to remedy these evils which bear such wretched fruit, and much more will be done. But the problem is ours, on this side of the sea, and we must solve it. Monsignor Pozzi wisely says that the solution of the problem lies in the Catholic school. 'It is assuredly good and necessary,' says he, 'to build churches and chapels for our immigrants, but I venture to say that it is even more important to set about the building of the spiritual temple in the minds and hearts of the little ones'—the children of the Italian immigrants—'and I am convinced that the most practical way of accomplishing this is by erecting and maintaining good Catholic schools.' He suggests that a Catholic School Extension Society be organized, 'an association that will take up the work of establishing something like adequate Catholic primary-school accommodation, especially in our congested colonies in the great industrial centers.' If this plan could be realized, he declares, and the Italian children brought up in a Catholic atmosphere 'in a generation we would have no Italian Catholic problem.'
>
> "The work of the Catholic Church Extension Society, especially in establishing its Italian-American College for the education of Italian-American priests, for the immigrant missions, is a good beginning for such an organization as is here suggested. Why not extend it? The Italian Catholic problem is a real live problem, and it must be solved, either by the Catholics of America, or by others. Will we win or lose?"

The Living Church (Protestant Episcopal, Milwaukee) gives some account of the reception by the Bishop of Kansas City of a congregation of Italian Roman Catholics "with their priest and with their property, the title to which is vested in an 'association' which comprizes the congregation." *The Living Church* emphasizes the fact that this action of the bishop is not a serious break in the traditional worship of either communion. The Bishop "licensed the customary liturgy with which the Italian congregation is familiar" which is described as "the least Roman, the most truly Catholic feature in the Roman system." The bishop's warranty is Canon 42 "Of the Authorization of Special Forms of Service," and "the canon has proven sufficiently elastic for the purpose." This journal adds:

> "There are some features to this incident to which we desire to direct special attention. Once more it is clear that this Church has attracted outsiders by its inherent Catholicity and not by its incidental Protestantism. As usual, our Protestant name has proved a stumbling-block, but, happily, it has not wholly prevented a measure of unity. The Italians have taken us at our word as Catholics, and the Bishop of Kansas City, with due caution, and fortified by the advice of the presiding bishop and of his own standing committee, has acted in a statesmanlike manner as a Catholic bishop.
>
> "There has been here no proselyting. These people come to us as being the American Catholic Church and therefore their natural refuge from a foreign Catholic Church. If we were statesmanlike enough to proclaim the true character of the Church on the title-page of the Prayer-book and in other official instruments, and to stand upon an avowedly American Catholic platform, appealing to Americans of Italian or German or other antecedents quite as truly as to those of English descent, we should be in a position to act acceptably in ways that are very difficult to-day.
>
> "The Bishop of Kansas City appears to have acted in this matter with deliberation and with wisdom. We trust his action may be abundantly vindicated as time moves on."

LETTING THE ESKIMO ALONE

COMMANDER PEARY has thrown down a battle-gage in saying that the Eskimo tribe with which he has had long association ought not to be civilized. This term he is understood to use synonymously with Christianize. He says, in *Hampton's Magazine*, that they have no religion, but believe in evil spirits whom they try to propitiate, and that their "after-world" is distinctly a material one. He adds:

> "I believe that I have said enough to give the reader a general idea of this strange people, that have been so valuable to me in my Arctic work. But I want to say again, that I hope no efforts will ever be made to civilize them. Such efforts, if successful, would destroy their primitive communism, which is necessary to preserve their existence. Once give them an idea of real-estate interest and personal-property rights in houses and food, and they would become as selfish as civilized beings, whereas, now, any game larger than a seal is the common property of the tribe, and no man starves while his neighbors are gorging themselves. If a man has two sets of hunting-implements, he gives one of them to the man who has none. It is this feeling of good-fellowship which alone preserves the race. I have taught them some of the fundamental principles of sanitation and the care of themselves, the treatment of simple diseases, of wounds, and other accidents; but there I think their civilization should stop. And my opinion is not based on theory or prejudice, but on eighteen years of intimate study and experience. The Creator placed these happy and pure-blooded people in their own peculiar habitat, and the conviction that he is wiser than the missionaries has been borne in upon me."

The Rev. A. B. Leonard (Methodist), speaking recently in Cincinnati, answers Peary in these words:

> "Commander Peary writes in his latest magazine article that he hopes that no attempt will ever be made to Christianize the Eskimos. I differ with him and am astounded that he should have written such a thing. A greater man than Commander Peary once said: 'Go ye into all the world and preach the gospel.' Commander Peary was not of the same type of men as those great explorers who, diving into the wilderness in search of strange lands, left the message of the gospel with the people whom they met. I hope that the Eskimos will be brought to the light and that the darkness and fear of evil spirits that now engulf them will soon be lifted. Commander Peary lost the opportunity of his life when he met those people and left them with no more than they had before his coming."

"ELEKTRA," SUGAR-COATED

NEW YORK does not dare to seem daunted by a strong dose; but she sometimes takes her pills sugar-coated. Last week she was presented with two rather disagreeable heroines—the *Zoe Blundell* of Sir Arthur Pinero and the *Elektra* of Richard Strauss. One critic has ventured the belief that Miss Barrymore, who "softens down" the asperities of the leading female character of "Mid-Channel," may carry the play to success in New York. It was more or less a failure in London because Miss Irene Vanbrough gave a truthful rendering of Pinero's idea, and the public couldn't stand the dose. "Elektra" was sung at the Manhattan Opera House, but the "reading of the score" by the director, Mr. Henriquez de la Fuente, is described by one critic as "gentle and considerate." "What Strauss himself would say to this extremely polished version of the drama it is not difficult to imagine," observes Mr. Henderson in *The Sun* (New York). "He would in all likelihood ask the conductor whether he supposed that the composer wished to be mistaken for Massenet."

Mr. Hammerstein's version of "Elektra" is sung in French by a Frenchwoman, yet the effect is sufficiently terrible to cause some gasps of horror. Madame Mazarin, who sang the title-part, comes in for nothing but praise for an achievement that exhausted her physical forces and caused her to faint before the curtain separated the scene from a "frenzied" audience.

The work was described last year in these pages when it was presented in Europe for the first time. It may be recalled that the play upon which the opera is based is a modern German rendering of a classic theme. Its story put briefly is that *Clytemnestra* assisted by her paramour has killed *Agamemnon*, and *Elektra*, frenzied for revenge, incites her brother *Orestes*, upon his return home, to kill *Clytemnestra* and *Ægisthus*. The classic dramatists, as *The Sun* critic puts it, "endeavored to lift even bloody tales into the region of tragic poesy and to dignify them by a literary art at once chaste and penetrating." But Hugo von Hoffmansthal, in the present drama, "aimed at the suggestion of nameless things done off the stage." Mr. Aldrich, who writes in *The Times* an analysis of the opera as a work of art detached from its emotional effect, says:

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CLYTEMNESTRA AND ELEKTRA.

The former impersonated by Mme. Gerville-Reache, the latter by Mme. Mazarin.

"This new *Elektra* is no longer an instrument of Fate, a woman sacrificed to duty. She has become a bloodthirsty animal, hungering for personal vengeance. All that was most noble in the ancient myth, all that stood as the workings of an inscrutable, inappeasable power, is now brought down to the level of lust, of distorted human passion, of human hate. *Elektra* knows not the gods nor fate. She knows only herself and her revenge; and her part in the drama is one long, shrill cry for the day of vengeance, her vengeance, to come.

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THE MODERN ELEKTRA,

"A bloodthirsty animal, hungering for personal vengeance."

"Whatever the effect of the spoken drama may be, that of Strauss' setting has only at certain moments the direct and penetrating thrust of potent dramatic power. We have pictures of the uncannily distraught *Elektra*, pale, haggard, with staring eyes, crouching, lurking in the palace yard, digging with her hands like a wild beast for the buried hatchet that killed her father; importuning and cajoling her sister, lashing her mother with biting words craftily hidden in meaning; meeting and at length recognizing her brother, and finally quaffing the cup of her longed-for vengeance, breaking wildly into a 'nameless dance' in the intoxication of her fearful joy, falling senseless at the end as the curtain closes upon her."

As a musical composition the composer's ideals and intentions are declared to be the same as in "Salome" and the latest of his symphonic poems, tho Mr. Aldrich thinks "'Elektra' scarcely rises to the splendors that mark the great climaxes of 'Salome.'" He says:

"The orchestral score is a kaleidoscope of themes and thematic fragments, by which Strauss has endeavored to illustrate in the minutest detail every utterance, every reference and allusion upon the stage, every action, every suggestion of passion, mood, and motive. It is the Straussian principle, carried to its ultimate limit, that everything can be exprest definitely and intelligibly in musical terms. There are, according to one commentator, forty-five themes employed in the work; according to another, thirty-one. But how poor and insignificant in themselves are these themes, for the most part the merest fragments and tatters; with how great difficulty recognizable or remembered as thematic material! Strauss, in his later works, has become more and more indifferent to the purely musical quality of his material, to its potency for specifically musical development. He seeks only such as admits of plastic or picturesque development, superficial suggestion, all sorts of ingenuities in manipulation, combination; bits that might serve for the purposes of a Chinese puzzle, or that could be pieced together as a mosaic. . . . . .

MONTAGUE GLASS,

Whose characters are said to be the only Jews "who have come out of American literature, not as representatives of their race, but as flesh and blood, human, thinking, and working beings."

"Strauss clings even closer to the letter than the spirit in his dramatic illustrations, and he has again made his score teem with fantastic exaggerations of all sorts of verbal details. We hear in music the tinkling of *Clytemnestra's* amulets, the slippery pool of blood is spoken of, and the orchestra gives a picture of it. The stroke of the ax that laid *Agamemnon* low has a theme of its own. *Chrysothemis* declares she longs to warm a child in her bosom on a stormy night, and the storm rages for a moment in the orchestra. A herd of beasts is driven across the palace yard, destined for *Clytemnestra's* sacrificial rites, and their footsteps drag through the music. And there are a hundred such details. Strauss has let not one escape him.

"Much has been written about the overwhelming noise of this orchestration. Either the reports have been grossly exaggerated or Mr. de la Fuente has exercised a restraint of his own upon his forces. The orchestra in this performance seldom crashes, seldom even overpowers the voices. It never offends by mere violence of dynamics. The vocal parts are unsingable, as can well be imagined. They have nothing melodic, nothing thematic, nothing that has any recognizable outline even as musical declamation. As one critic has remarked, Strauss uses the voices merely for a kind of characteristic shouting. It is in itself of little or no expressiveness. It apparently might as well be anything other than what it is.

"Whether 'Elektra' is an addition to the production of modern art that will live is even more doubtful than the question as to 'Salome.' Essentially deep, moving, or poignant the music almost never is. Illuminative of deep passion, dignified, or lofty it is not. Richly inspired and original in essence it is not. Inspiration is at its lowest point in it, technic, dexterity, mastery of material at their highest. That such a work can carry lasting conviction and impress itself permanently upon the artistic sense of a period is scarcely credible."

The tendency in the drama illustrated by such works as "Elektra" Mr. Krehbiel finds it "mournful to contemplate," and no less mournful is to him the "parallel tendency in Strauss's music." In the New York *Tribune* he writes:

"With all its brilliancy, with all its capacity to stir the emotions and fire the imagination, it is decadent. It is shown to be decadent by the very elements which arouse astonishment and admiration. In 'Elektra' it fills the same place and serves the same purpose as in 'Salome.' It creates atmosphere for the score. It is decorative. It heightens the mood of the text. It illuminates the psychological and physiological bestiality of the people of the play. It does not, as music in its best estate in the compositions of Wagner does, act the part of the antique Greek chorus, in commenting on and reflecting the horror (and when it may the cheer) of the drama, but revels in it and glorifies it. This is best observed in the maniacal dance which at the last exhausts the vital forces of *Elektra*. Its counterpart in the earlier drama is not the dance of *Salome*, but the apotheosis of her unnamable lust with which the play ends. The music of 'Elektra' is virtuoso music of the highest order. Never before has dissonance been so freely used; and never before has dissonance been so robbed of its terrors by the magic of instrumentation. Never before have musical thoughts (for which the conception of melody has long stood and will stand again when Strauss and 'Elektra' are forgotten) of such paltriness and banality been made to sound so impressive by application of characteristic and brilliant instrumental color. *Elektra's* cry of '*Agamemnon!*' has an agonizing sound, but it consists of nothing more than the tones of the common chord, now minor, now major.

"But musical symbols like these float on a flood of music which surges onward as resistlessly as a stream of lava. In supreme moments, like that at the meeting of *Elektra* and *Orestes*, the orchestral song becomes a hymn against whose eloquence our judgment and emotions are as powerless as were the forces of nature when the Finnish Orpheus chanted his runes. But with all our admiration, we recognize the great model—Richard Wagner. Had there been no 'Tristan und Isolde' there would have been no such song as Strauss has given us between *Elektra* and her brother. In spite of the potency of the modern music, what a difference in the potential melos! Marvel as we may at the music of this lyric drama in its newest phase, there can be no other conclusion than that its brilliancy is the strongest proof of its decadence. The age of greatest technical skill—'virtuosity,' as it is called—is the age of greatest decay in really creative energy."

THE REAL JEW DRAWN AT LAST

THE Jew has often complained of the caricature from which he has suffered in literature and the drama. The stage Jew, like the stage Irishman, is a figure disowned by the people he pretends to represent. Even such literary creations as *Shylock*, *Fagan*, *Nathan the Wise*, *Isaac of York*, and the *Lady Rebecca*, are rejected by Jews because they fail in vraisemblance. Their creators, it is charged, did not draw the Jew, but drew something else which they thought him to be. There is, however, a Jew, or rather two Jews, lately introduced into American literature, that are accepted by the Jews themselves. They are *Abe Potash* and *Morris* (often spelled and pronounced *Mawruss*) *Perlmutter*, whose exploits are revealed by Mr. Montague Glass through the medium of *The Saturday Evening Post*. In some spots, says Mr. Montefiore Bienenstock in *The American Israelite* (Cincinnati), "there may be caricature; there is something of a tendency also to overdraw on the imagination." But there are here for the first time qualities acceptable to the people they represent. Mr. Bienenstock sets forth his views in this manner:

"On the whole *Potash* and *Perlmutter* are the only Jews I know of who have come out of American literature, not as representatives of their race, but as flesh and blood, human, thinking, and working beings. That they will do the Jew in general some harm —even if some may argue that they only serve to amuse or entertain, and should not be taken seriously—no one can doubt. But that they will do him a greater benefit is also readily apparent. The truth, unless told maliciously, does not hurt. To shut off those who want to write about the Jew merely because of a fear of offense or of harm is inconsistent with breadth and tolerance. Besides, we live in an age and a country where all the people seem to come from Missouri, and want to be shown. Telling it to the Danes does not pass muster.

"For this reason, and also because the Jew himself is emerging into general activity and intercourse, he will be known himself, as he is, and for what he is. Such stories may only stimulate interest in him, and a desire for first-hand knowledge. Let there be light! publicity, especially of this kind, can not hurt; it must benefit. These men are characters, and characters are very rare in any art, or even life, let me tell you. They are also Jewish types, and racial; but here lies the peculiarity, they are not representative of the Jew in general. They are human enough, and that is their attraction; but they are not in any wise composites of the people of Israel, or of any mission they may be said to have. *Shylock* is even thought of as a typical money-shark, at least many think of the pawnbroker as a Jew and a *Shylock*, and thereby arrive at the vicious conclusion that most if not all Jews are *Shylocks*. But there is nothing in the Glass stories in which to wrap any obloquy that would even by the most prejudiced fit the Jews in general.

"*Potash* and *Perlmutter* are not only Jewish; they are American. They reek—excuse the expression—of their environment. They did not create it; they came to it perhaps from necessity. They, however, and that is apparent in every line, are makers of change for the better. They are progressive, enterprising, and even, if illiterate, forceful and honest. They are not jokes, as some seem to think. They are not mere humorous effusions of a cynic, or sarcastic whimsies of a dreamer; *Potash* and *Perlmutter* are actual experiences sieved and nurtured in the thought of Mr. Glass, and woven into word-pictures that breathe the very air of life. Ghetto stories we have had by the hundreds, but, so far as I know, these are the only Jewish characters that have contact with the world about them, and yet are distinctive in themselves, and easily recognizable as Jewish. Mr. Glass's work is a reflection of the times—it has the style and spirit of the day. Whether this be the best style or spirit is another matter. But the work itself wears all the earmarks of the period and the place in which it was written. *Potash* and *Perlmutter* will be thought of when Mr. Glass is forgotten, tho this prophecy is only individual opinion. Yet these men may only be a part of a passing show.

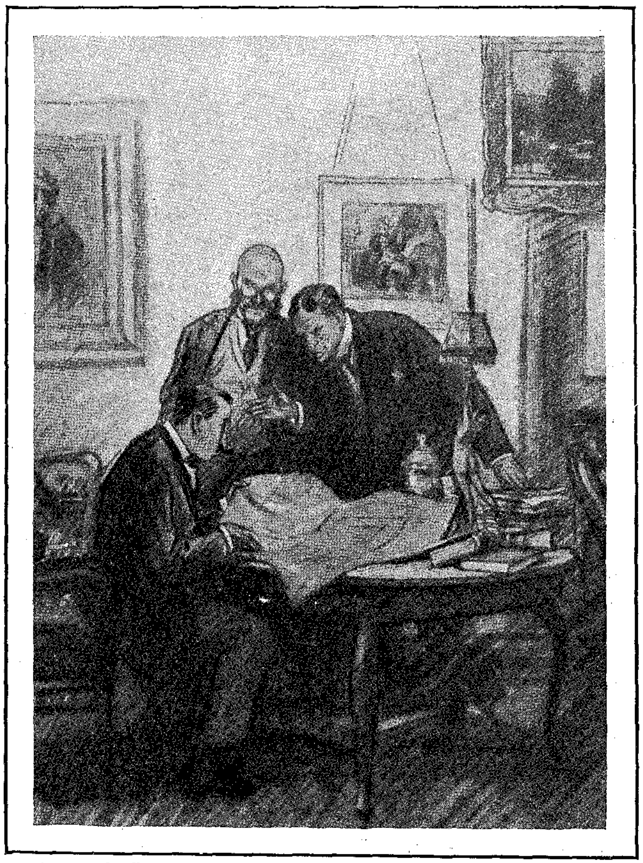
"At any rate, let us properly appreciate Mr. Glass's work. Appreciation enough, some may say, is the price he gets for his stories and their wide publication—but let us not be narrow. Let us give credit where it is due, and bestow praise upon Mr. Glass for having brought at least living Jews into the broadest scope of national acquaintanceship."

ESPERANTO'S PRESENT STATUS

THE insurgent claims of "Ido" as a superior medium for international communication has quite naturally stirred up wrath and loyalty in the bosoms of Esperantist devotees. A recent article by Professor Jesperson in a scientific magazine, they protest, states the case too forcibly against Esperanto. Professor Jesperson is an exchange professor at Columbia University and member of the International Scientific Committee, which announced that Esperanto "might serve as a basis for the international language provided it were thoroughly modified and improved on certain specifically indicated points." But Esperanto needs no "modifications" or "improvements," cry its adherents, for it has already proved its value, and is growing in use and influence every day. We are reminded by Mr. Karl F. Kellerman, of the Bureau of Plant Industry, Washington, D. C., that "Esperanto is not a hypothetical system for international communication, but is a language in actual use, possessing not merely grammars, readers, and dictionaries, but a wealth of literature, both general and technical in character." In the pages of *Science* (Lancaster, Pa.) Professor Kellerman surveys the facts that entitle Esperanto to be regarded as a language not subject to supersession. He says:

"It has propaganda journals published in almost every civilized country on the globe, and also a large number of magazines devoted to special subjects, such as medicine, literature, photography, etc.—over ninety periodicals in all. At the present time the most important journal to the scientist is the *Internacia Scienca Revuo* published at Geneva, Switzerland, under the patronage of Dr. Zamenhof, the French Astronomical Society, the French Physical Society, and the International Society of Electricity, and the fifth volume, completed in 1908, bears the names of such men as Adelskold, Appell, D'Arsonval, Baudoin De Courtnay, Becquerel, Berthelot, Prince Roland Bonaparte, Bouchard, Deslandres, Flournot, Förster, Haller, William James, Mourlon, Henri Poincaré, General Sebret, and J. J. Thompson. It is worthy of note also that technical Esperanto vocabularies for each science are being compiled by specialists from many nations.

"In Europe there are Esperanto hotels and Esperanto consulates, and in both Europe and America and even in far-away Japan there are Esperantists in every city of large size and in innumerable small towns. Many business firms in London and Paris as well as in this country are known to the writer as using Esperanto for correspondence and advertising, and it is to be presumed that these represent a very small proportion of the commercial firms having found it advantageous to use this language. It might be added that linotype machines can be equipped with the additional characters for writing Esperanto at a cost of $1.50, and a typewriter can be equipped with the extra characters for less than $1; in fact, some of the standard typewriters are made with Esperanto characters without extra charge. Surely it should be as easy also to telegraph in Esperanto with its six supersigned letters as it is to telegraph in French with its acute and grave and circumflex accents, or in German with its umlauts; but, to deal in facts and not in theories, during the past month I have had personal knowledge of important telegrams and cablegrams that had been transmitted in this international language.



Courtesy of "The Saturday Evening Post."

"AND THE COMBINATION PROVED TOO MUCH FOR MORRIS."

From a drawing by Henry Raleigh.

Types of Jews that Mr. Montague Glass depicts, which are accepted as truer than *Shylock*, *Nathan the Wise*, or *Isaac of York*.

"International congresses on various subjects are using Esperanto, for statistics on which highly important point I need only refer to page 478 of *Science* for October 8; and the Esperantists themselves have tested this language in five successive international Esperanto congresses and have given overwhelming proof of its practicability. The Fifth Esperanto Congress, held last September in Barcelona, Spain, was attended by 1,300 delegates in spite of the unrest prevalent in that city. The sixth congress will occur in the United States next August and will bring proof to our very door, if it be that we still need proof, that the language is musical, remarkably easy, and a success, and after all the main point for an international language is that it should be a success."

In nearly all these respects Ido is pronounced far inferior in present equipment to Esperanto and its claims for recognition are not yet proven, says Mr. Kellerman. He advances certain reasons why he believes Esperanto to be "superior in construction to Ido, Ildo, Esperido, etc.":

"1. Esperanto is more musical, for in cutting out the six supersigned letters Ido and its related systems have been forced to reduce the sounds also; thus a so-called 'purification' has resulted in monotony.

"2. Esperanto has definite rules and no exceptions, it is, in short, a logical language, while there are many exceptions recognized as proper to the rules of Ido or purified or simplified Esperanto.

"3. Esperanto is the most truly international language in several important details, and therefore may be most easily learned by all civilized races, while Ido, or simplified Esperanto, with its harsh Anglo-Saxon pronunciation of the letter *j*, and its fixt Franco-English word order would prove troublesome to most Europeans."

LATEST ART SENSATION IN PARIS

THE French seem dearly to love (or hate) a revolutionary in art; and, since it is some time since the Rodin controversy culminated about the head of his Balzac statue, they have found a new innovator to dispute over. He is Henri Matisse, who, through his study of Hindu and Oriental art, has developed some new and startling theories of harmony in color and design. There are of course those irreverent ones who gird at his sincerity and call him merely a vamped-up sensation of Paris art dealers who have grown restive over a declining market. But he is likely to mean something even on this side the ocean, since a Paris dispatch printed in the New York *Times* not long since told of a descent upon us of Matisse disciples fired with the preaching of his gospel.

An account of this newest man is furnished to the Boston *Transcript* by Anna Seaton Schmidt, who makes the arresting assertion that this eccentric draftsman of the human figure is really an evolved pupil of Bouguereau, one who had long produced most careful academic drawings. Madness does not explain this peculiar development, we are told, and a careful study of the artist's work has convinced the writer that he is absolutely sincere, "a genius, tho to be sure a very erratic one, yet still a genius, who is blazing a new path whereon the artists of the future might possibly gather rich and unknown treasures." She is further convinced that his followers have "not been all wrong in claiming that by breaking away from all past rules and conventions of art, Matisse has liberated the vision of the artist and enlarged his understanding of design." We read further:

"It is because of the diametrically opposed qualities in his work that such fierce battles are still waging and that 'the ignorant public' are so bewildered by the absolute disagreement of artists as to his genius. Personally, he does not appear to be at all the kind of 'a man who is trying to befool the public' nor 'a mephistofeles who is corrupting the young and innocent.' He has the sweet, gentle, refined face of a dreamer; yet in his portrait he has given himself the face of a villain—and when he tells you that he paints the soul, not the features, you wonder if he can possibly believe that that fearful looking brigand is a picture of his own soul! Some of his landscapes, on the contrary, are exquisite poems, the paint being laid on in dots and lines until it forms a sort of glowing mosaic. As an artist friend exclaimed, 'Just a mass of jewels and gems! Were there ever such color schemes, like lovely seashells or bunches of exquisitely delicate flowers! And what feeling he has for line, for composition! With one stroke of his brush he seems to model the entire human form!'

"Matisse lives in Clamart, a suburb of Paris, in a very small house that has a very large studio—a kind of glass pavilion, through both sides of which the light streams upon his models; which may account for the brilliant green streak which he painted down the middle of his wife's nose! But when the master talks with you, all his idiosyncrasies are forgotten, even his worst neurotic canvases, covered with ghoulish-looking men and women, fade completely from your mental vision; he is so courteous, so simple, so evidently in earnest that you are carried away by his eagerness to achieve what he believes to be the best and highest in art."

It is "expression," above all else, that this painter seeks. And for him expression "does not consist in portraying the passing emotion reflected in a person's face." The painter himself is allowed to tell what it is he seeks, and his own words are here reproduced:

"It is something far deeper and must be represented not only by every line of the figure, but by the entire picture; the composition, the arrangement of color-tones, the size and shape of the canvas.

"In the completed painting each detail must fall into its proper place, thus forming a perfect color-harmony; nothing must remain that is not a necessary part of the harmonious ensemble, because for the spectator every superfluous detail usurps the place of some essential detail.

"For example: I am to paint a woman. I first sketch in her grace, her charm—but there remains something more deeply significant; I repaint her figure, striving to put in only the more essential lines the charm is less apparent, but the new image will be more typically human, and tho the charm may be less striking at first sight, it is still perceptible in my general conception of the picture. . . . The name Impressionist perfectly describes certain painters who render only the most fugitive aspects of nature, a fleeting moment of her existence. I prefer, in repainting again and again, to risk losing the passing charm in order to obtain the more durable character, for by studying the changing appearances, noting them day by day on my canvas, I can give to my translation of nature more stability, truth. . . . . . .

"It is not possible for me to copy nature exactly. I interpret what I see, render the character of the object, and use it to further the significance of my picture, and for me, everything lies in this signification or conception. . . . I have no scientific theory for my choice of colors. I have always possest an instinctive feeling for color tones; when properly placed they should form a perfect harmony, analogous to that of a lovely musical composition. I continue to paint until I obtain that perfect harmony. For this there is a necessary proportion of color tones, based on observation and experience. There comes a time when each part of my composition falls into place, the proper values are found. After that it will be impossible for me to retouch any part of my picture without painting the whole thing over! . . . . . .

"What interests me most is neither landscape nor still life, but the human form, because through that I can best express my deepest thoughts and emotions. Not that I care to copy it anatomically, but through my painting to translate the underlying significance of human character—that great essential quality which I discover even in the most commonplace model. . . . The art that I dream of for the future is an art that shall be pure, tranquil, harmonious, with no disquieting or preoccupying subject, so that it may be for the workers of the world calming, soothing, like a comfortable armchair which rests them when weary."

POE AS A WORLD-AUTHOR—In naming Poe as a "world-author" it is not American grandiloquence that speaks, but the calm voice of foreign estimation. Taking the statement that in five representative libraries of world literature, "in English, German, and Italian, Poe's is the only name appearing in all five," a writer in *The Edinburgh Review* (January) observes that whether this ought to be the case is another matter from what is the fact. Longfellow and Whittier are mentioned as "poets of sweeter temper and kindlier humanity"; Hawthorne is named America's "one great literary artist"; Whitman and Cooper, "writers of infinitely higher moral tone, and of much more distinctively national and democratic character than Poe." But to Poe is paid this eloquent tribute:

"If Poe is, as has been suggested, the Laureate of the Darkness, the soothsayer and interpreter of its secrets and sorrows, its terrors and portentous births, yet is he also the poet of the silver starlight, with its soothing stillness and its dreams, and of the soul thrown back upon itself to brood upon its own imaginings. Or, if we would vary the figure, let us say that, in the vast rambling palace of imaginative literature, with its splendid halls and galleries and pleasant, homely apartments, there is one haunted room. Some will shun that room as they would shun infection; others will hanker after it, as after forbidden fruit. But over all alike its name will exercise a spell. Amid the twilight shadows of that room, in its ambiguous silence, what nameless shapes, what whispers, and what footfalls may not be surmised? Its windows open ever upon blackness; it is the antechamber to the unknown. And above the lintel of its doorway is inscribed the name of Poe.

"His works will not always be approved, but we believe that they will always be read."

NATIONAL REGISTRATION

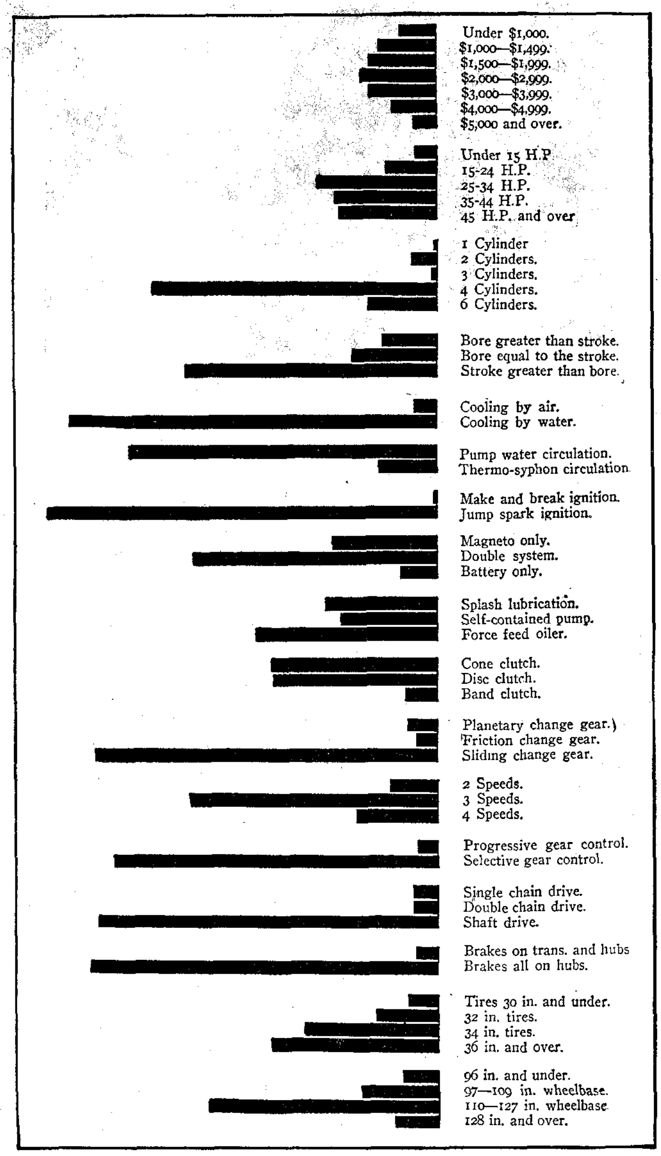
MOTOR-MEN all over the country are much interested in a motor-vehicle bill introduced recently in Congress by Representative Cocks, of New York. The measure is one which has been advocated in many quarters for some years. It provides for national registration, such as will be recognized in every State, and creates a new bureau especially charged with administration of the law, a commission, secretary, and clerks being provided for. A registration fee of $5 will be imposed, the owner of a car being required to furnish a detailed description of his machine. National registration tags will be provided, with a number and the name of the State to which the owner belongs.

In case an owner violates any of the provisions under which licenses are granted, registration will be forfeited, with all the privileges it confers. No owner, having once forfeited his license, can secure another until he has paid his fee a second time and, in addition, has paid a penalty of $25. Another penalty is imposed for the use of a fictitious number; found guilty of this offense, an owner will be denied registration for five years. Automobile men are expected to visit Washington this month in order to urge this bill upon Congress, the sentiment in its favor being understood to be quite general.

Meanwhile at Albany efforts are under way to revive and pass the motor-bill which last year, chiefly for the reason that New York and other large cities were deprived by it of the right to regulate local traffic, received the veto of Governor Hughes. A clause meeting this objection is to be inserted in the bill before its passage is now urged. Other amendments are likely also to be included. The feature of this bill which has roused most discussion is the elimination of restrictions on speed, the chauffeur (or owner, if driving his own car) being made responsible for maintaining a speed that will be reasonably safe under the conditions existing at different times. The license fee imposed under this bill is $5 for cars under twenty horsepower; $6 for those between twenty and thirty, and $10 for those over thirty horsepower. It is believed that from this source a revenue of $500,000 will be derived. Provision is made for expending this money in improving roads.

COMMERCIAL VEHICLES

Visitors to the recent motor-car shows, of which there have been several large ones in this country in addition to the two national ones held in New York, have shown much interest in the improvements made in cars used as trucks and delivery wagons. Outwardly these cars have not changed much from the old models, but in details notable improvements have been made. The chief difficulty heretofore has been the inaccessibility of parts. Engineers and others have, however, insisted that motor-trucks should be so designed as to permit the attaching of the different vital parts one to another in such way that any one part can be easily removed without disturbing others. These conditions should not only be required, but they should be secured without sacrificing strength, or adding to the weight of the vehicle.



In the above showing, the black lines indicate the relative numbers of car models in which the various features specified have been adopted in the cars of 1910 as seen in the two recent New York shows.

Heretofore so simple a thing as something wrong in the transmission might involve taking the whole car almost to pieces before the bearing could be properly fixt and the car sent on its way. In these circumstances, repair bills rendered to owners of trucks have been so heavy that they have grown skeptical as to the economy of using such vehicles in preference to horse-drawn wagons. Another source of complaint has been the engine and other bearings, frequently made too small to withstand the strain and shock to which such vehicles are submitted. While gears had already been made amply strong enough to transmit all the power which the engine could develop, the designers had not taken into full account the unforeseen strains. The tendency in the new designs has been, on the one hand, to reduce the horse-power and, on the other, to increase the strength of the gear. In this year's cars all gears are stronger. Special attention along these lines has been paid to axle, steering-apparatus, frames, springs, and radiators.

TENDENCIES IN DESIGNS

Of recent shows, a writer in *Motor* remarks that, at the Grand Central Palace, 55 per cent. of the American gasoline cars sold for less than $2,000, while, of those at the Madison Square Garden, 76 per cent. sold for more than that sum. He compares these percentages with those for the shows of 1909, and finds, in the case of the first, that 47 per cent. of the cars were priced at less than $2,000, and in the case of the second 85 per cent. at more than that sum. He says further:

> "Looking at both shows, the greatest number of models are offered at between $2,000 and $3,000, with the next largest number at from $2,500 to $2,000, and the next at from $1,000 to $1,500. There are more cars at from $4,000 to $5,000 than there are at less than $1,000, and yet the car at $5,000 or more is the rarest of the lot."

The writer gives interesting details of tendencies in designs as shown in the two exhibits and, to illustrate the subject, has compiled a diagram which, in part, is reproduced herewith.

THE PRODUCTION OF CARS

What are put forth as authentic figures of automobile production appear in a recent issue of *The Automobile.* In 1909 it is asserted that, under the Selden Patent, 94,891 cars were made. These figures represent about 85 per cent. of the total manufactured. With 20,000 cars added to these figures for the remaining 15 per cent. the output for 1909 would be 114,891 cars. This total is much higher than even the original estimates, which were, that about 80,000 cars would be made in 1909.

Predictions as to the output for 1910 continue to be made. F. H. Elliott, writing in *Motor Age*, places the total as "close to, if not fully, 200,000 cars." He adds that close observers believe in these figures because of "the bustling activities everywhere apparent among makers." He says there are scores of cases in which the output for last year "is being increased from 25 to 50 per cent." New factories have been built, old ones enlarged, and combinations made for economic operations and improved facilities. Mr. Elliott believes that this enormous output has a vital meaning:

"This output demonstrates two things: first, the stability of the manufacturers and the excellence of their product, and, second, the increasing popularity of the motor-vehicle. And it is because of this latter fact that the ever-widening influence of the motor-car upon the economic and even the political welfare of the country deserves to be carefully noted. In other words, what effect for good or ill will these thousands of new cars exert upon the national life and conditions?

"To properly answer this question it will be well to make a brief survey of the motor-influence within recent years. Of prime importance comes the zest for touring, then a growing appreciation for good roads. As extensive touring means traveling from one State to another, there naturally arises the demand for reasonable municipal ordinances and uniform State legislation to protect the rights not only of the motorists but other users of the highway. Allied with these arises the necessity for proper signboards marking the distances from place to place, as well as dangerous curves, railroad crossings and hills, and, further, proper maps and route-cards. In all these the motor-car has scored victories, not always accomplished without battling against prejudice, but how readily this has been disarmed when the ability of the motor-car for various uses has been discovered and when the owners of machines have been careful to exercise courtesy and discrimination for the rights of others.

"No longer does the farmer menace the motor-car as in former days. The farmer in many parts of the country is now one of the most ardent advocates of motor-car use, and no longer decries the movement for good roads. Indeed the national grange and farmers' clubs are now the strongest allies of motorists toward securing beneficial measures.

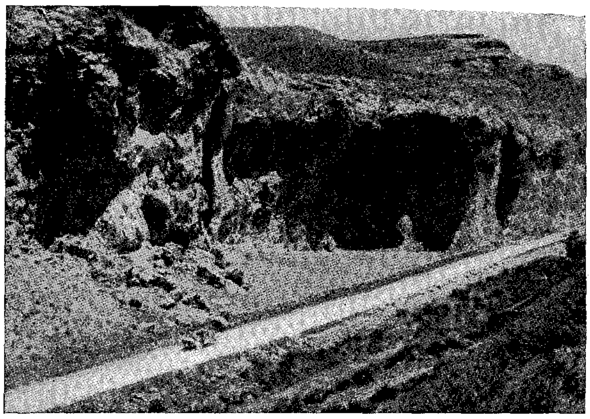
"Still another point, and perhaps the most prominent of all that has been accomplished year by year by the steadily increasing demand for more cars, thereby meaning new owners, new users, and a wider distribution of service every season, is the organizing strength that has developed. The governing body of the United States, the American Automobile Association, depends upon the users of the country for the ability to secure these very benefits as have been enumerated. This national organization is the representative of the motorists of the country through their hundreds of clubs. Again, it is the representative of the States through the organization of these clubs into their respective State bodies.

THREE TON
GASOLINE TRUCK

A MOTOR-TRUCK USED IN REMOVING SNOW.

It was proved in New York that this truck would do about four times as much work as an ordinary two-horse truck, earning for the contractor $7.20, while the horse truck earned $1.80.

"That this national idea is being well worked is amply shown by the fact that the national association showed an increase of approximately 50 per cent. in membership during the past year, its present membership being close to 26,000. There are thirty State associations, including those of Hawaii and the District of Columbia. These associations have a membership of about 225 clubs, and there is in addition a score of unfederated clubs in States where State associations have not as yet been formed. Six new associations were formed during the year; in the States of Louisiana, Colorado, Utah, South Dakota, Wyoming, and Iowa. Texas and Alabama are about to form State associations. In no part of the country has there been more active interest in the practical work accomplished through the agencies of motoring than in the South. The good-roads movement has been agitated there as never before."



AN ANCIENT ROAD IN THE ARID PLATEAU OF ARAGON IN SPAIN.

SELDEN-PATENT INFLUENCES

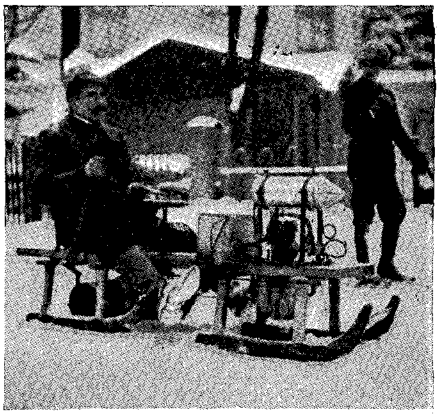
A writer in *The Automobile* directs attention to the influence which the Selden-patent decision has already had on the number of cars produced. Before the rendering of the decision in September last, the business of car-building was about evenly divided between the Selden-patent men and those who were called the outsiders. Since the decision was rendered and licenses had been granted to about twenty additional makers, the product under license has increased to 85 per cent. of the whole. One reason for this increase has lain in the fact that those who control the patent have been liberal in dealings with new companies. Licenses have been easily procurable by companies which could show responsibility, especially if they had vested rights. The "outsiders,"—that is, those which were already engaged in making cars when the decision was rendered,—are declared to have nothing to fear for the future, expect that they "will have to make terms." These terms will be "liberal and just." Even importers who were actually engaged in the trade before the decision was rendered have found no real difficulty in adjusting their affairs to the new conditions. Some companies, however, "are shivering on the outside, and are likely to have a little trouble in getting near the stove." These, as described in *The Automobile*, are makers who went into business after the decision was handed down and who disregarded it. A sign of the times is found in the fact that licensed automobile dealers in New York, to the number of more than fifty, have formed an organization to protect the interest of those who buy and sell cars manufactured under the Selden patent. It is inserted by them that buyers should be fully informed as to the advantages of purchasing only such cars as are licensed. Among these advantages are freedom from any chance of legal entanglements, a broader field in which to dispose of old cars, the benefit of the highest skill in manufacture, and ownership of a car for which parts can at any time be obtained. So deep has been the interest shown in the formation of this association that the prediction is made that similar organizations will soon be formed in all large cities.

This movement among dealers reflects forcibly the changes which have been effected by the Selden-patent decision. In the Manufacturers' Association there are now fifty-seven members, whereas last year there were only thirty-two, or an increase of twenty-five. Statistics, showing the number of cars manufactured by the licensed men from 1903 until 1909, have been issued officially. In the former year the number was 10,576; in the latter, 94,891. The total for the six years was 214,245 cars; about 40 per cent. of which were produced in the one year 1909, leaving 60 per cent. to be distributed over the remaining five years.

MOTORING ABROAD

Walter Hale, who has made five European tours in motor-cars in the past six years, writes for *Collier's* an article on the cost of such experiences. Using his last journey as a basis for his statements, he presents some valuable information. He traveled in his own car, landing at Havre, and going through France, Spain, Italy, and Switzerland. Four people were in the car, each having a suit-case, trunks being sent forward by train. Mr. Hale drove the car himself, having no chauffeur. He and his friends did all the routine work while on the road. The car was driven 3,980 miles, the total expenditure for upkeeping being

(*Continued on page 290*)



A MOTOR-SLEIGH.

Designed by a teacher at Thüringen, Germany. The motor, shown in front, connects with a toothed wheel in the rear where it bites into the snow surface.

Simplicity in an automobile is proof of advance design.

Nowhere in the Franklin do you find complexity.

Simplicity is not solely in avoiding a multitude of parts and contrivances. Methods of operation can be just as complicated as anything else, and things simple in themselves can be put together in a complicated way.

The Franklin chassis is a masterpiece of simplicity. There is nothing cumbersome; all the elements are plain straight work with few parts. There is no dead weight, no plumbing, no torque rods, no strut rods or other evidences of complexity.

Everything connected with the operation of the Franklin is simple. The control is by throttle only. The transmission operates direct without intermediate mechanism. The same is true of the brakes. The steering gear, the axles, the transmission, the ignition—all are simple and light. The lighter an automobile the easier it is on all its parts.

The water-cooled automobile can never be simple like the Franklin.

The Franklin new air-cooling system eliminates all auxiliary apparatus. Gears, fan, piping, packing, pump, radiator and all the mechanisms required in water cooling are dispensed with. There is nothing to get out of order, freeze or leak. The motor will not overheat.

Even the tire question is simple with the Franklin.

Motorists have been taught that tire trouble is necessary and that demountable rims, extra tires and other complex additions must be endured. Not so with the Franklin. The tire question is easily and simply solved —just by using tires large enough and strong enough to do the work. Extra tires or extra rims or anything to add trouble and useless weight are avoided.

Franklin tire equipment never blows out; punctures are rare, and the tires give service for more than four times the mileage of the ordinary tire equipment. Nineteen-hundred-ten Franklins have been in use since last June, so you can get these facts direct from owners.

If you are going to pay more than $3000 for an automobile select a six-cylinder.

With that investment you are entitled to the best.

If you want thirty horse power or more get a six-cylinder. For small horse powers the advantage, final results and first cost considered, is with the four-cylinder motor. Above that the advantage is with the six.

A six-cylinder automobile will not climb hills any better than a four-cylinder, nor will it run slower on the throttle. True, these are the alluring features claimed by most makers, which simply shows that they have missed the real advantage of six-cylinder construction. The properly designed six-cylinder automobile is lighter per horse power than the four, smoother in operation and easier on tires.

Naturally we make both four- and six-cylinder automobiles—the four in smaller horse powers and the six for high power. We do not attempt to make one thing do for everything. In four-cylinder construction as power is increased the weight of the fly wheel has to increase more than the power and weight in the whole vehicle must be increased, else the vehicle will not long withstand the power shocks. Heavy fly wheels cause more trouble to driving mechanisms than anything else.

In the Franklin six-cylinder seven-passenger forty-two horse-power Model H the increase in power is thirty per cent greater than the increase in weight—a result other makers miss. The Franklin six-cylinder motor is what a six-cylinder motor ought to be—a scientific light-weight highly-balanced power plant. Instead of the heavy fly wheel required on the four-cylinder motor of high power the fly wheel, because of steady engine torque, is very light. The power application is easy on the whole automobile from the tires to the engine. When you ride or drive you note its smoothness and readily recognize its superiority over the high-powered four.

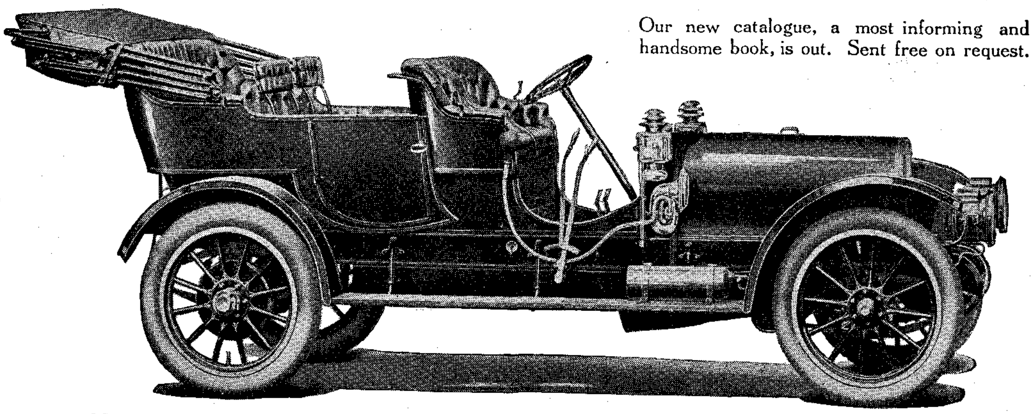
A simple way to decide between a four-cylinder and and a six-cylinder automobile is to compare the best high-powered four you know with the Franklin Model H. The way to get at the facts as between the Franklin six and other sixes is to compare them feature by feature and then put them to severe tests, over bad roads and good roads and on hills.

Franklin six-cylinder Model H has no equal on American roads.

It makes the best touring time of all automobiles. The wonderful smoothness of its engine, together with its four full-elliptic springs, wood chassis frame, large wheels and long wheel base, gives it an easy riding and charm of operation unknown in other six-cylinder automobiles.

In smaller horse powers Franklin Model D, twenty-eight horse power, and Model G, eighteen horse power, have long held the lead in four-cylinder construction. Light and flexible and having all the well known Franklin principles, they are not surpassed for comfort, reliability and economy. They do not get old and seemingly never wear out.

Our new catalogue, a most informing and handsome book, is out. Sent free on request.



H H FRANKLIN MANUFACTURING COMPANY Syracuse N Y

Member Association Licensed Automobile Manufacturers

Barrington Hall
The Baker-ized Steel Cut Coffee

THE process and machinery by which Barrington Hall is prepared represents a life study of this one subject.

As owners of this valuable process by patent right, we have always taken a natural pride in maintaining the highest possible standard of quality.

To-day Barrington Hall, the Baker-ized Steel Cut Coffee, is used, not only by people who can drink no other coffee, but by thousands who drink it merely for its splendid quality.

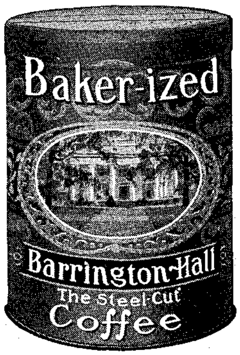
Imitation is a consequence and an evidence of our success. Imitation, however, is confined to one part of our trade-mark, "Steel-Cut," which by a legal technicality cannot be protected.

Already a host of hungry imitators, in an effort to deceive and so trade on the reputation "Steel-Cut" has gained by its connection with Barrington Hall, are using these words for coffee without reference to quality or method of preparation.

If you are persuaded to try a so-called "cut" coffee, please do not judge our coffee by it. Note free trial offer and let Barrington Hall, the only genuine steel-cut coffee, speak for itself on your own table.

Sealed by us.

Opened by you.



For sale in all cities and most towns at 35 to 40c. per pound, according to locality. Write for grocer handling it.

Free Trial Offer

Send us your grocer's name and we will send you enough Barrington Hall to make six cups of delicious coffee and our booklet that explains why ours is different from other coffees.

CUT OFF OR COPY THIS COUPON

Send to nearest office.

BAKER IMPORTING CO.
124 Hudson St.
New York, N. Y.
or **244 North Second St.**
Minneapolis, Minn.

Send free trial can of Barrington Hall Coffee and Booklet as advertised (postpaid). In consideration I give my grocer's name (on the margin).

My own is..................................... ....

MOTOR-TRIPS AND MOTOR-CARS

(*Continued from page* 288)

$491.19, of which $31.80 was for a twisted rear axle, caused in a collision and covered by insurance. This sum included everything that had to do with the operation of the car,—that is, the supplies, tips, garage charges, cleaning, etc. Of the total mileage 940 miles were covered in Spain and 882 in Italy. In both countries gasoline costs about $1 a gallon. Mr. Hale finds that the expense per passenger for the upkeep of his car was $117.30 or about 2⅘ cents a mile, which is less than first-class railway fare in Europe. The average daily mileage was about 45.

In his total of expenses Mr. Hale remarks that he does not include the cost of boxing and transporting the car across the water, altho he does include the duties imposed in different countries. Freight rates on ocean steamships vary widely. On the first-class lines the cost may be $75 or perhaps $80; on the slower boat of the cargo class, it may be as low as $40. In addition are to be reckoned the costs of crating and hoisting, besides certain fees. A crate may cost $35 or $40 dollars.

Mr. Hale says, of hiring cars in Europe, that the plan "is only practical for a short tour of two or three weeks." While the cost per week usually covers the driver's salary and all repairs, the price generally is high. Moreover, "your true motorist," he says, "would rather feel that he had accomplished a long journey in his own car." Mr. Hale's point of view obviously is that of men to whom the difference in costs of all kinds may not be a serious item. The owner of a car has a car to pay for—some thousands of dollars; the man who hires has only the rental to pay for a stated period.

RACING DATES AND CONTESTS FOR 1910

Preliminary action has already been taken with reference to racing dates, reliability contests, etc., among motorists during the present year. It is hoped that through action thus early there will be, this year, no conflict in dates. To each association has been allotted a certain date, in order that no other may choose the same date. The following are some of the dates arranged for:

Reliability Contests—Philadelphia, Century Motor Club, Quaker City Motor Club, April 15; Denver to Mexico—Flag to Flag—G. A. Wahlgreen, May 1; Hartford Auto Club, May 1; Harrisburg Motor Club, May 2 to 7; Norristown Auto Club, May 18; Fort Worth *Star-Telegram* contest, May 22; Detroit Auto Dealers' Association, May 25; National (Glidden) Tour, June 15–30; Denver Motor Club, June; New York to Seattle, July 4; Philadelphia to Wildwood, Wildwood Auto Club, July 2; Minneapolis Auto Club, August 1; Munsey Tour, August 15; Minneapolis (State Auto Association), August 31; Philadelphia to Wildwood, Wildwood Auto Club, September 3; Cleveland Auto Club, September; Kansas City Auto Club, September; Louisville Auto Club, October 8; Chicago Motor Club, October 15; Denver Motor Club, October; Worcester Auto Club, October.

Nervous Persons Take
HORSFORD'S ACID PHOSPHATE.
It quiets the nerves, relieves nausea and sick headache and induces refreshing sleep. A wholesome tonic.

Road Races—Denver Motor Club, May 30; Riverhead, Motor Contest Association, June 1; Chicago Auto Club, June 25; Grand Rapids Auto Club, middle July; Denver Motor Club, September 5; Lowell Auto Club, September 5; Vanderbilt Motor Cups Holding Company, October 1; Fairmount Park Motor Club, October 8.

Hill Climbs—Atlanta *Journal*, February 22; Kansas City Auto Club, April; Bridgeport Auto Club, May 30; Wilkesbarre Auto Club, June 11; Worcester Auto Club, June 4; Cleveland Auto Club, June; Upper Westchester Auto Club, June 18; Plainfield Auto Club, July 11; Richfield Springs Auto Club, middle July; Chicago Motor Club, middle August; Denver Motor Club, November.

Track Races—New Orleans Auto Club, February 5 and 6; Montgomery (Ala.) Auto Association, February 12 or April 20; Birmingham Police Relief Association, April 27; Atlanta Auto Association, May 5, 6, and 7; Indianapolis Motor Speedway, May 29, 30, and 31; Bay State Auto Association, May 30; Brighton Beach, Motor Racing Association, May 30; Quaker City Motor Club, June 4; Columbus Auto Club, June 14; Indianapolis Motor Speedway, July 1, 2, and 4; Dallas Auto Club, July 4; Cheyenne (Wyo.) Motor Club, July 4; St. Paul, State Automobile Association, July 4; Wildwood Motor Club, July 4; North Wildwood Auto Club, July 4; North Wildwood Auto Club, August 6; Cheyenne (Wyo.) Motor Club, August 17; Cheyenne (Wyo.) Motor Club, September 5; Wildwood Motor Club September 5; North Wildwood Auto Club, September 5; Galveston Cotton Carnival, July; Kansas City, Auto Club July 23; Quaker City Motor Club Club, August 6; Indianapolis Motor Speedway, August 12 and 13; Indianapolis Motor Speedway, September 2, 3, and 5; Minneapolis State Fair, September 5 and 10; Providence Auto Club, September 9 and 10; Indianapolis Motor Speedway, October 7 and 8; Dallas Auto Club, October 25; Atlanta Auto Association, November 15; New Orleans Auto Club, November 5 and 6; San Antonio Auto Club, November 6, 9, and 13.

For the national tour in competition for the Glidden trophy, assigned to a date between June 13 and June 30, the route outlined tentatively embraces 2,300 miles, and is as follows: Starting at Cincinnati, O.; thence to Louisville, Ky.; Nashville and Memphis, Tenn.; Little Rock and Texarkana, Ark.; Dallas, Texas; Oklahoma City, Wichita, and Topeka, Kan.; St. Joseph, Mo.; Des Moines, Cedar Rapids, and Davenport, Ia.; Rock Island and Moline, Ill., and thence Chicago.

CONDITIONS IN EUROPE

Charles Y. Knight, the inventor of a well-known motor, who has lived abroad for some years, recently delivered in Chicago an address on the situation of the motor industry in Europe. While conditions have improved over what they have been for two years past, they are by no means as favorable as in this country. Mr. Knight predicts that Europe will never to any great extent rival this country in production of cars, the proportion of people over there who are able to purchase a car being "very small." Altho the roads in Europe are superb, and in France are almost perfection, an American is constantly

(*Continued on page* 292)

1/1000 OF AN INCH

is the Standard of Measurement in the Cadillac "Thirty"

It may surprise you to know that even the costliest cars fall short of that fineness of measurement in component parts upon which the operation and the life of a motor car are wholly dependent.

What is the peculiar quality in any motor car for which you pay $5,000 or $6,000?

It is not reputation—no matter how fine that reputation may be; because no reputation could be worth $2,000 or $3,000 to each purchaser.

It is not mere external elegance.

It is a definite, concrete excellence; for which the maker is justified, in a sense, in charging.

You pay $5,000 or $6,000 for running qualities—and an element of longevity which no car of lesser price, save the Cadillac, will give.

Those running qualities and that longevity are in turn *directly dependent* upon the accuracy with which more than 100 essential parts are made and the perfect alignment resulting therefrom.

Your $5,000 car (or your Cadillac) runs more smoothly and lasts longer, because of the time, the care, the money and the expert workmanship expended in eliminating friction by producing between those hundred or more vital parts a fineness of fit which *no eye can measure and no words describe.*

And this leads to a disclosure of the utmost concern to every automobile owner.

In the production of more than ten thousand Cadillac "Thirtys" in the past fifteen months it has been demonstrated beyond peradventure that in this element of synchronization, harmony, fit and elimination of friction, the Cadillac standard *has not been attained by any other plant or any other car.*

Thus, the one element which justifies a $5,000 or $6,000 price is present to a higher degree in the Cadillac than in any other car in the world.

In the Cadillac there are 112 parts which are accurate to the one-thousandth of an inch.

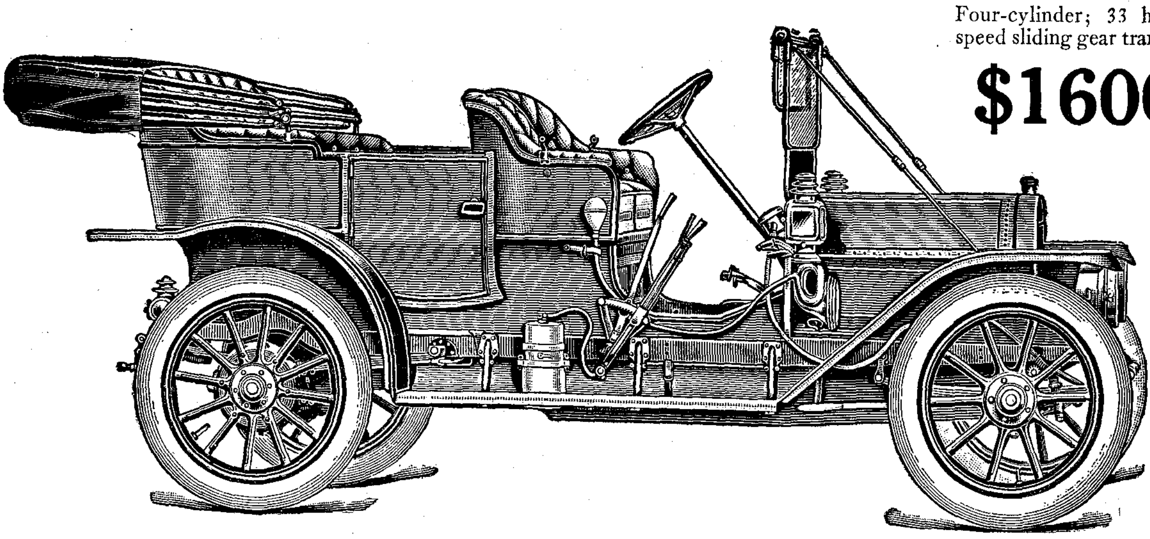
Thus—as a single illustration—the Cadillac "Thirty" piston is made to work perfectly within the cylinder bore which is 4¼ inches. To gauge the accuracy of the piston diameter, two snap gauges are used. These snap gauges are shaped similar to the letter "U." The distance across the opening of one snap gauge is 4.248 (four inches and 248 one-thousandths of an inch) and is marked "Go." The other is 4.247 (one one-thousandth of an inch less) and is marked "Not Go."

The "4.248 Go" gauge must slip over the lower end of the piston, but the "4.247 Not Go" gauge must not. If the piston is so large that the "Go" gauge will not slip over it, the piston is ground down until it does. If the piston is small enough to permit the "Not Go" gauge to slip over, it is discarded as imperfect.

Crank shafts, cylinders, pistons, gears—scores of essential Cadillac "Thirty" parts are rigidly subjected to the scrupulous test of 1-1000 of an inch accuracy.

Not $5,000 or $6,000 can buy you the magnificent assurance of smooth, velvety operation and long life obtained in every Cadillac "Thirty" at $1,600.

The great Cadillac factory in Detroit is always open to visitors; and it would be a pleasure to us to offer you verification of the interesting information contained herein by a trip through the plant at any time you may be in this city.



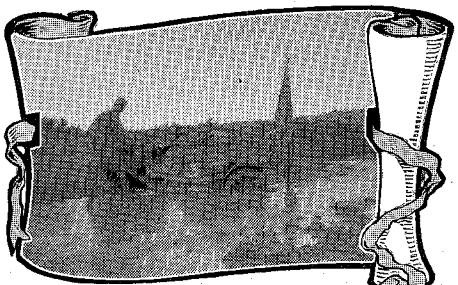
Four-cylinder; 33 horse power; three-speed sliding gear transmission shaft drive

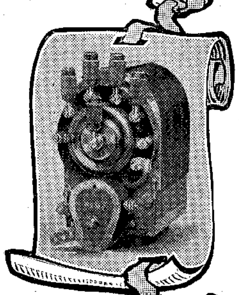
$1600 (F. O. B. Detroit)

Including the following equipment:—Magneto, Delco system, four-unit coil with controlling relay and dry batteries, one pair gas lamps and generator, one pair side oil lamps, one tail lamp, horn, set of tools, pump and tire repair kit, robe rail, tire irons. Furnished as Touring Car, Demi-Tonneau or Gentleman's Roadster.

CADILLAC MOTOR CAR COMPANY - DETROIT, MICHIGAN

Members Associated Licensed Automobile Manufacturers. Licensed under Selden Patent





Regal Car on 4,031½ mile journey. The driver of the car wrote: "Magneto was under water for *hours* without injury. We attribute a great deal of the success of our trip to the fact that we had no trouble with the Remy Magneto."

Over 100,000 Remy Magnetos Sold for 1910

Not a quantity user who helped make our immense 1909 season but that adopted the Remy for 1910, besides many manufacturers have adopted the Remy for 1910 who formerly used other magnetos. Our factory is the largest and best equipped plant in the world devoted exclusively to magneto manufacturing.

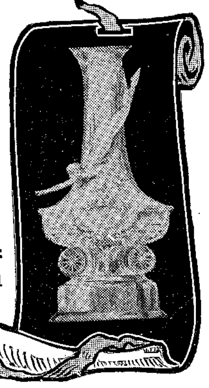
Remy Electric Company
ANDERSON, INDIANA
Dept. 20

Branch Distributing Offices:
1400-1402 Michigan Ave., Chicago
Automobile Bldg., 64th and Bway. New York City
471 Woodward Ave., Detroit
406 East 15th St., Kansas City
170 Golden Gate Ave., San Francisco

AGENCIES:
Auto Equipment Co.,
1518 Broadway,
Denver, Colo.

Hollis Electric Co.,
9 N. Sixth St.,
Minneapolis, Minn.

J. H. McCullough & Son,
219 N. Broad St.,
Philadelphia, Pa.



Cobe Trophy won by the aid of the Remy Magneto.

[25]

(*Continued from page* 290)

surprized to notice how few cars he passes in making a tour.

France has the largest number of motor industries to be found in Europe, but even in France the largest establishment ranks, as to size, only with a moderate-size American one. Mr. Knight does not believe there is more than one concern in Europe whose annual output exceeds 2,000 cars, and many of these are taxicabs. The largest output in Germany made by one concern is 1,200 cars. In this country there are a dozen concerns making a larger output than that. In Italy none of the motor factories is doing well and in general the industry there is in a bad way. As to conditions in England, Mr. Knight says:

"It is because of the start which the continental manufacturers secured over the English industry as a result of the tom-fool red-flag law, which remained in force in the United Kingdom until the motor-car became firmly established on the Continent, that the English manufacturer was tardy in the field of development. When this 4-mile limit was repealed there were no English manufacturers of consequence to fill the demand for cars, and the English buyer naturally turned to France and Germany, both of which, because of the unhampered home markets they had enjoyed for years, had created a capacity which served as a basis for filling the demand.

"It was not until the repeal of the fanatical red-flag law that the English manufacturer had an opportunity for experience in the production of cars. His creation was looked upon, in comparison with the more finished product of the continental makers, in the same light as were the early efforts of our American manufacturers by our wealthy citizens, and the high-class people of England looked upon the home-made cars with a feeling akin to contempt. This condition, coupled with the fact that England's exports were hampered by tariff barriers at the gates of all other countries, whereas the Continent could ship cars to England without money and without price, so far as taxes were concerned, operated to hold the English manufacturer back.

"However, while it may possibly be said that the Englishman is slow to move, conservative to act, and not strikingly original, he does have one characteristic which is valuable enough in the long run to more than make up for the shortcoming, and a trait which is responsible for England's commercial greatness, namely, his staid and persistent steadiness. His methods may be somewhat slow from our point of view, but they are safe and sure. He may not originate a new thing, but he will take it and improve upon it along safe and conservative lines. He will succeed in production where others would abandon an effort in failure. For instance, a few years ago American-made machine tools were almost universally used in the shops of England. To-day the English manufacturer has not only improved the American tool, but gone the originator one better by adapting the design more properly to English requirements.

"So with the English motor-car. In the early days it possibly was constructed to a great extent along the well-known English practise of enormous weights and bulky strength. Latterly, through slow but painstaking evolution weights have been reduced, the quality of material improved, and the product generally refined. I believe to-day that the product of the leading manufacturers of England is of as high a character as that of the manufacturers of any other country in the world. The English are a people of high business morals and unquestioned integrity. Whatever they manufacture partakes largely of these sterling qualities. Cars are not produced for mere selling purposes without regard to what may become of them after they leave the works. In fact I think the very limited area of the country has something to do with the care with which our English cousins put the machines together, because one can start from any corner of the land at daylight and reach the farthest portion by sunset on a summer's day, and the British owner has a very annoying habit when his car is not up to concert pitch of jumping into it and driving to the factory, there to confront the powers that be, as there are no such things as bad roads to protect the shop-engineers from unpleasant calls from any point.

"Manufacturers of England, however, are a most conservative lot and it may be said that while business has improved to a remarkable extent during the past two years, there are few if any new concerns springing up. As a matter of fact, last year four of the leading institutions had very narrow escapes from bankruptcy because of their great proportions when compared with their available market. Three of these have not as yet recovered from their perilous financial conditions and I doubt if they ever will. It may be said that there are only two establishments in England which may be called fairly large. The Daimler company at Coventry is by far the most important of all English concerns and is at present employing 3,200 men about fifteen hours a day, the working-time for the machine-shop being 6 o'clock in the morning until 9:15 in the evening. The production for the coming year, however, will not exceed 2,000 cars.

"It is a noticeable feature of European business that few concerns are confined to one or two models. The Mercedes company of Germany will produce twelve different sizes and types of cars during the season of 1910. The Daimler company of England will turn out seven types; Panhard & Levassor of France will probably produce as many types as the Mercedes company, of Germany, and even a small Belgian firm whose output does not exceed 500 cars will make at least three models. The result of this great number of models is to increase the cost of production to a great extent. Taking down and setting up tools for so many parts necessitates having a great multiplicity of patterns, jigs, dies, etc., and the necessity of accumulating a great variety of supplies handicaps production tremendously.

"I am asked to compare foreign cars in detail with those produced in this country. This is likewise a most difficult proposition for the reason that conditions under which the cars are used in Europe are entirely different from those under which American cars are used. I have stated that so far as I can observe our best American cars are as good as the best cars produced in any other country in the world. Yet it would be difficult to say how American cars operated under the same conditions would stand up compared with those produced upon the Continent. Americans repeatedly draw attention to the miserable roads upon this side as evidence that superior general design and construction are necessary to withstand the stresses thereby produced. It is possible that this may be the case with regard to certain elements of the cars, such as axles and springs, but motor cars on the Continent and in a large

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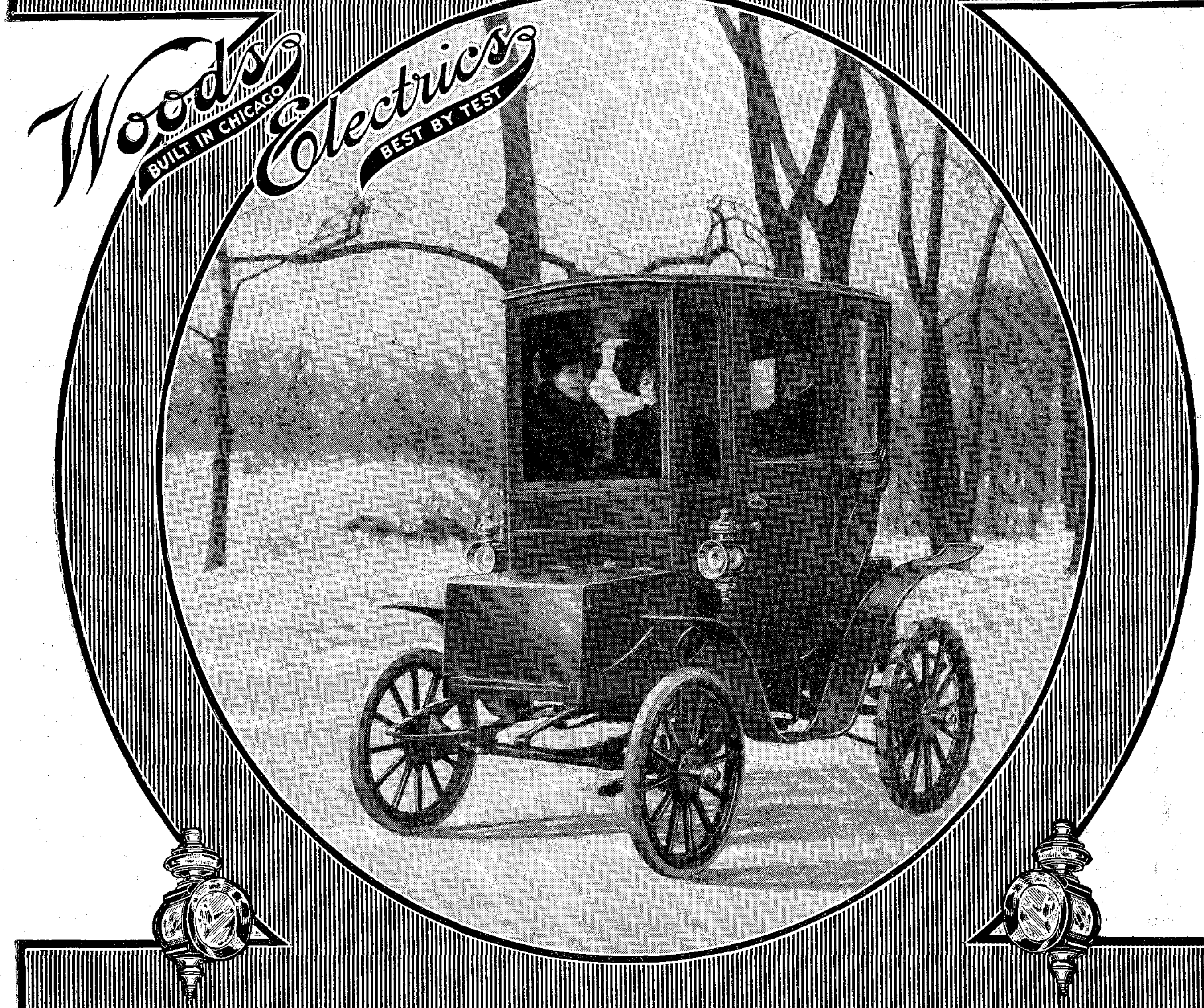


Absolutely Unconditionally Guaranteed

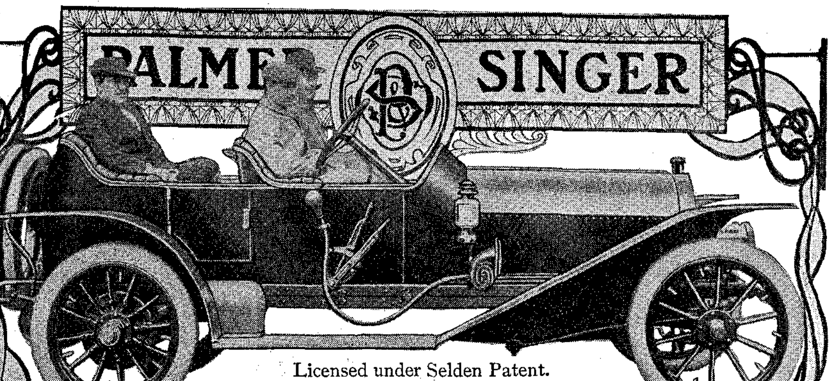
Anywhere Everywhere Always

"The Ideal Type of- Sold by Deeds, not by Promises by Execution, not by Elocution **-The Ideal Vehicle"**

IMPORTED Hess-Bright DWF Bearings are more expensive but they are used throughout in Woods Electrics because they are the ***easiest running bearings made,*** and are themselves "absolutely unconditionally guaranteed" by the manufacturer. This principle of "*quality first, then price,*" is everywhere manifest in Woods construction, and accounts for the growing enthusiasm of Woods owners, as time and service bring out additional merits of the car. Woods Electrics are specially constructed for solid rubber tires. Exide Batteries used exclusively.

Send for Catalogue J

Woods Motor Vehicle Company, Chicago, Illinois



Licensed under Selden Patent.

Palmer-Singer Six-Sixty with Gunboat Body $3,900; 6 cyl., 60 H. P., 65 miles an hour

Palmer-Singer Cars have heretofore been built in small quantities and sold to the select few from our headquarters in New York City and our Branch in Chicago. The demand in these two cities consumed our output.

The Cars We Built

We combined in one make, for the first time, the very best points of construction to be found in the finest foreign and American cars. Our 1908 cars had selective type transmissions with FOUR speeds forward and reverse, with direct drive on 3rd speed, multiple disc clutch, imported ball bearings throughout, drop forged I-beam, nickel steel front axles, four brakes all on the rear wheels—internal expanding, and equalized, Bosch Magneto, etc. How many of the best American cars have ALL of these features to-day? Yet most of the high-priced makes have some of them. Our 1908 cars were so good that the service they give to-day is as good or better than their owners can get by buying a new car of another make.

The Result

Our cars were purchased by men who wanted the best car that money could buy—men who had owned many cars and could find no other make here or abroad which would give them the constructional points, the material, the workmanship of the Palmer-Singer line. We could not build our Four-Thirties (4 cyl., 30 H. P.) and our Six-Sixties (6 cyl., 60 H. P.) fast enough. This demand slowly forced us to increase our output. We have seen other manufacturers adopt points of Palmer-Singer construction year by year, **but no other one make has them all.**

We want you to know how Palmer-Singer cars are made and what they are made of and their prices. Cut out the coupon, fill out and send to us. It may save you $2,000 and it will give us a great deal of satisfaction.

Digest
PALMER-SINGER MFG CO.
1620 Broadway
New York City.
Please send technical description of your cars to
Name........................
Address........................
City........................
State........................

Our 1910 Cars

The Palmer-Singer 1910 Models are two years ahead of any other make. There is no desirable point of design or construction in use in motor cars to-day which we have not been using for over two years and refined to the point of perfection. That is why our cars are finer—better—than any others built in this country at any price. We have our own factory in New York City, where the best workmen in the world congregate and where the best materials can be purchased at the lowest price.

Note the Value We Offer

Do you want extreme speed, tremendous power, an endurance to stand any use and reliability without equal? Our Six-Sixty, 6 cylinders, 60 H. P. sells for $3,500 with 5-passenger body and you can't buy as much elsewhere by paying $2,000 more.

Do you want a light car? Our Four-Thirty (4 cyl., 30 H. P.) is the sweetest, richest, handsomest, light car made to-day. It sells at $2,500 with 5-passenger body (baby tonneau). It is very fast and powerful, too, and you can't buy more endurance or reliability by paying $2,000 more or by paying any price.

PALMER-SINGER MFG. CO.
1620 Broadway, New York
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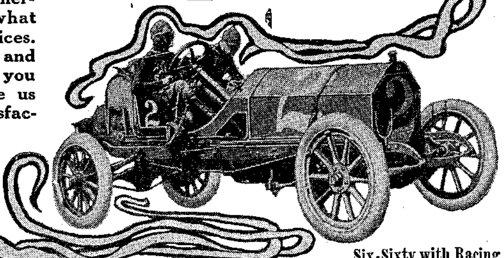
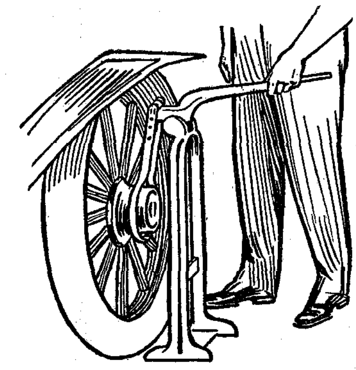


Six-Sixty with Racing body—duplicate of Long Island Motor Derby Winner—$3,500



Stops Your Tire Expense

Double the life of your tires. Don't have them bear the great weight of your automobile when not in use. Tires will not stand this strain nearly as much as if car were running. For the Winter *months don't fail to get*

Moore's Tire Saving Jacks

They save your tires and cost only $6.50 for a set of four. They prevent grease on garage floor from softening and rotting the rubber coating. Only two operations to raise heaviest car from floor. Slip padded loop over hub and push down lever. A child can do it in a few seconds. Does away with laborious task of blocking up car when not in use for a week or two.

Please write us today. We'll send you name of dealer in your town who handles Moore's Tire Saving Jacks. Also our little booklet "When it's Bedtime for your Auto." Write now. (2)

J. C. MOORE & CO., 1601 Forrest St., RACINE, WIS.

(*Continued from page* 292)

portion of Europe are used in a manner never contemplated by the American manufacturer. In France in particular the most perfect design and construction is required to withstand the tremendous speeds which are attained upon the long stretches of straight roads encountered in nearly every section of that country. The motor which in America might be used for years, with no suggestion of difficulty, is liable to be broken to pieces within a limit of 25 miles in France. The French driver especially is a most reckless and daredevil sort of a fellow. He opens his throttle regardless of conditions and does not consider for a moment that the motor is entitled to the slightest bit of consideration. The lubricating mechanism and other features of the car are supposed to be fool-proof and at the tremendous speeds attained the usual warnings which a neglected or overworked mechanism sends forth are entirely drowned out through the rush of air and vibrations of the car. A French smash is usually a bad smash.

"The failure of American and English manufacturers in the racing game in France is very largely due to the lack of comprehension of these conditions. As a matter of fact, I believe that France is the only country in the world where a motor-car can be tested out to a point which will insure its operating successfully within the borders of that country. Even England, which has 157,000 miles of improved roads, has very few stretches where more than 5 miles straightway can be had for testing the motor at full speed. No test upon the bench or brake can be depended upon to reveal weaknesses which might be brought out upon these roads at top speed. Very few manufacturers of fair-sized motors pretend to test these above 1,200 revolutions per minute. Then when this motor goes on the road in the chassis and the operator opens up his throttle to sixty miles an hour or more for a long stretch, as great as he can find, the motor may be delivering its full power at 1,700 or 1,800 revolutions per minute and a lubricating mechanism which is arranged to supply the cylinders at an average speed of 1,200 is inadequate at 1,700 on account of the great heat generated in the cylinder, which increases much more rapidly in proportion than the speed of the motor. It is my opinion, based upon general observation, that, because of the strenuous work that the foreign cars are called upon to do, the average efficiency of the Continental motors, so far as the production of power is concerned, is in advance of the motors of this country, the difference lying very largely in carburetion and dimensions of gas passages.

THE VALUE OF CONTESTS

A writer in *Motor Age*, discussing this subject, says the information thus far obtained has been valuable alike to the car-builder and to the purchaser. He says:

"From year to year we have profited by our experience in contests in this country and each year have made them a little more rigid than the year previous. A still better guide would be furnished the buyer, and the information would be more accurate, were it possible to have all contests of a kind carried on under like rules, with a committee selected to govern the various contests, insuring like interpretation of the rules, and awards be made only after full consideration of all the entrants guided by the rules under which the contests was started and run. This would not only give the public the opportunity of judging the cars in each contest, but the various cars in the various contests. These results should be a telling criterion and of value, not only to the purchaser, but quite as much to the manufacturer who is earnestly endeavoring to produce the best car possible. They have the effect of demonstrating to each entrant if any competing car in the contest is better, and of showing to the world the best car.

"Speed contests are fascinating and instructive along certain lines. They may show the ability of the designer to produce a fast car, but this is sometimes done at the expense of durability. The history of the past shows that racing-cars have frequently differed even in the fundamentals from the stock product of the same make. In designing, speed can be taken into account as the main object and the results may be at the expense of long life and reliability. It is not always the snappy and fast motor which goes farthest. In speed contest, cars are as a rule entered with a view of covering the course in the shortest time, irrespective of cost, either as relates to the whole, or damage in the way of wear and tear, the question of the car at the finish in such even events being of secondary consideration, if considered at all.

"By following any of the large events it will be noted the amount of work in instances which is done on a racing-car to keep it going, and yet, if it crosses the tape first, it is heralded a winner, tho other cars may have suffered less on account of the strain and hardship, and be capable of going much farther than the winning car. A most appropriate example is furnished by one important race this season where a certain car finished first and was pronounced the winner when it was known that, due to certain parts going out of commission, the car finished on three cylinders.

"Reliability is what counts in every-day service of motor-cars, and most cars are capable of attaining a speed greater than

CLEAR-HEADED

Head Bookkeeper Must be Reliable.

The chief bookkeeper in a large business house in one of our great Western cities speaks of the harm coffee did for him:

"My wife and I drank our first cup of Postum a little over two years ago, and we have used it ever since, to the entire exclusion of tea and coffee. It happened in this way.

"About three and a half years ago I had an attack of pneumonia, which left a memento in the shape of dyspepsia, or rather, to speak more correctly, neuralgia of the stomach. My 'cup of cheer' had always been coffee or tea, but I became convinced, after a time, that they aggravated my stomach trouble. I happened to mention the matter to my grocer one day and he suggested that I give Postum a trial.

"Next day it came, but the cook made the mistake of not boiling it sufficiently, and we did not like it much. This was, however, soon remedied, and now we like it so much that we will never change back. Postum, being a food beverage instead of a drug, has been the means of curing my stomach trouble, I verily believe, for I am a well man to-day and have used no other remedy.

"My work as chief bookkeeper in our Co's branch house here is of a very confining nature. During my coffee-drinking days I was subject to nervousness and 'the blues' in addition to my sick spells. These have left me since I began using Postum and I can conscientiously recommend it to those whose work confines them to long hours of severe mental exertion." "There's a Reason."

Look in pkgs. for the little book, "The Road to Wellville."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

The *Charm* of the *Six*

THE charm of a superb motor car cannot be described: like the odor of exquisite perfume, it can never be known until it is *personally experienced*. Charm is that harmonious excellence which wins without argument. To the car owner who feels its influence, it has *a value beyond price*, and he would not trade that car for any other car in the wide, wide world.

Charm is progressive. Originally we were charmed by the sensation of riding in a vehicle that propelled itself.

But as experience broadens, and we come to realize that *cars differ*, we learn that our first car has, after all, a list of imperfections. Then our first charm gives way to the charm of some other car that not only propels itself, as the first did, but does so in a manner *infinitely better*. Thus from car to car, model to model, year to year, the old charm goes and *a new charm* takes its place.

Since the motor car is but a machine that undergoes annual improvement, it would seem possible to improve it less and less each succeeding year—thus annually lessening the degree of fresh charm to be experienced by the car owner.

Fortunately, however, this is not always the condition. Indeed, *the most recent improvement* supplies charm in quantity and quality beyond the greatest expectation.

For, in improving the motor car from four to SIX cylinders, designers removed once for all (and for the first time since the automobile took its place in business and social life) *the fundamental fault* of a broken power stream.

Thus the SIX, alone of all cars, is distinguished by a continuous, unbroken stream of power, which being fundamentally different, *produces fundamentally different results* than were ever before possible. Notably a remarkably *sweet-running* and *quiet* motor; a motor so powerful that it propels its car at a *slow motor speed* never before available.

This slow-speed ability widens the *range* of driving speeds; so much so, indeed, that hills hitherto requiring first or second gear, may now be taken *on direct drive*.

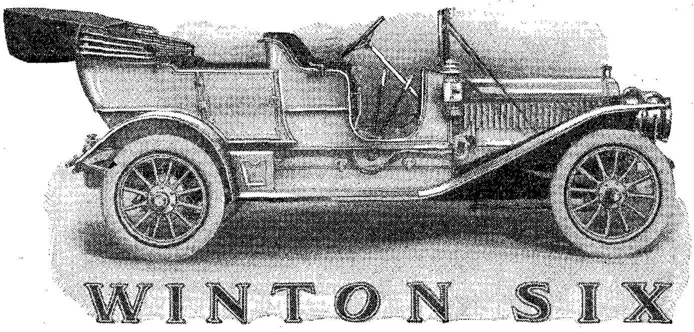
This same new continuous power stream that gives sweetness, quietness, flexibility and hill-climbing capacity, also eliminates vibration and lessens the hammer-blow of the piston to such an extent that the SIX must necessarily *outlive other types*—two years to one.

(*All of which seems too good to be true.*)

However, it IS true, and the truth of it accounts for the charm of the Six—a charm so strong that Six owners cannot speak of their cars in praise less strong than the superlative degree.

But it is futile to talk of charm and hope to tell its full meaning. The only way *to realize the charm* of the Six is to ride in the Winton Six yourself. Then you will be under the same inability to express its charm to your friends as we are in trying to express it to you.

Let us send you our explanatory literature and the name of our dealer nearest you. Clip the coupon and mail it today.



Six-cylinder, 48 H.P. motor. Multiple disc clutch. Four-speed transmission. Instantaneously sensitive carburetor. Bosch or Eisemann magneto, and storage battery. 124-inch wheel base. Frame narrowed in front to permit short turns. Easy riding, semi-elliptical springs all around. Four shock-absorbers. Snappy-looking, roomy, comfortable, five-passenger body. And a motor that cranks itself. This car holds the world's upkeep record of 77 cents per 1000 miles. Price $3000.

THE WINTON MOTOR CARRIAGE CO.
Licensed Under Selden Patent.
CLEVELAND, U. S. A.

Branch Houses: Broadway and 70th St., New York; Berkeley and Stanhope Sts., Boston; Broad and Race Sts., Philadelphia; 209 N. Liberty St., Baltimore; Baum and Beatty Sts., Pittsburg; 738-740 Woodward Ave., Detroit; Michigan Ave. and 13th St. Chicago; 16-22 Eighth St. N. Minneapolis; 715 East Pine St., Seattle; 300 Van Ness Ave., San Francisco.

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77 Berea Road, Cleveland, Ohio.
Please send Winton Six literature to

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"Bristol"

Steel Fishing Rods

are "prize winners" for Trout and sporty fishing. So acknowledged by crack anglers as well as by common mortals. Examine a fly casting "BRISTOL." Note its beautiful finish, its perfect hang, its marvelous tensile strength, its surprising resiliency. You feel as you handle it that it represents the highest art. Its steel is the world's finest clock spring quality, tempered in oil. Every rod is severely tested and *guaranteed for 3 years*. Of course, anything so fine is imitated. Be on your guard. Look for the trade mark on the reel seat. It is always there on the genuine. **Handy fish-hook disgorger sent free with new catalogue if you give the name of your dealer.**

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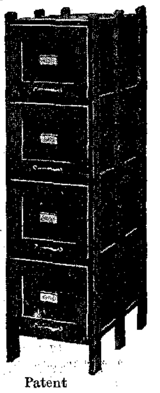

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"The Glidden tour covered a distance of almost 2,700 miles and the schedule required an average of at least a mile every three minutes on the road from Detroit to Kansas City, by way of Minneapolis and Denver, irrespective of road or weather conditions. An observer was appointed by each entrant, these observers riding on other cars, and changing every day. This avoided a possibility of violating the rules without penalty, the contestants not being allowed to use any new material, to make any repairs, to adjust so much as a bolt or screw, with the exception of brakes, oilers and ignition without penalty, and without ignition, no exchange, replacement or repair of parts were permissible. Notwithstanding these strenuous conditions several cars finished with perfect road scores at Kansas City.

"It is a true saying that motor-cars, like men, have a record and a history, which tell what they are and what they have done and furnishes a most reasonable basis for deciding what they can be depended upon to do."

MOTORING IN NORTH AFRICA

Francis Miltoun, who has published popular books dealing with foreign travel, in part by motor-car, writes in *The Automobile* of the attractions of North Africa to motorists. Since the French acquired Algeria in 1830 great things have been done in that country for good roads. Only bypaths and tracks existed in 1830, but now, after three-quarters of a century, a great trunk line—in fact a Route Nationale, which ranks with the best of those in France—parallels the coast from the frontier of Morocco to Tunis. Besides this route are others leading into the interior and fully half a dozen reaching down into the desert of Sahara. In Tunis similar work has been carried forward by France during her protectorate over it, which began about twenty-five years ago. Between 3,000 and 4,000 kilometers of main roads have been built in that country. The first roads in North Africa were built by the Romans, the laborers being soldiers assisted by land-owners and tenants. Mr. Miltoun says of these roads and the opportunities they afford to the motorists:

"The traffic conditions of Algeria are extraordinary. At a busy corner in Algiers 6,000 *colliers* (horses, mules, and donkeys) pass per day, while on certain of the high-roads in remote districts the number falls to 60 *colliers*. The average on the Routes Nationales of France is 185. Algeria, then, with its limited population has proportionately a far greater traffic by road even than France. This enormous going and coming by road in Algeria (and Tunisia as well) has necessitated 'good roads,' and as such the roads of North Africa exist to-day. And they are well kept amid great difficulties, for excessive dryness for the greater part of the year mitigates greatly against the easy upkeep of stone-ballasted roads, the *routes empierrées* of the French system of good-road classification.

"In Algeria there are 3,000 kilometers of 'Routes Nationales,' 600 kilometers of 'Routes Departementales,' about 7,000 kilometers of 'Chemins de Grande Communication,' and another 2,000 of minor, but well-engineered and well-kept roads called 'Chemins d'Intérêt Commun.'

"These roads, be it recalled, are nearly all of them lengths of modern roadway paralleling the coast. Cross-roads are few, as yet, the tangents running to Bou Saâda, Biskra, Laghouat, and Djelfa, being the chief of the 'good roads' running across country, and the latter are only practicable for automobile traffic in their entirety under favorable conditions. The *pistes*, or caravan routes, are practically unsuited to wheeled traffic of any sort, and, of course, are not included in the figures given.

"Adequate road signs are to a great extent lacking if one omits the governmental milestones or 'bornes kilométriques.' In the vicinity of Algiers, and in certain other localities, the French Alpine Club has put up *poteaux indicateurs*, which render, even to automobilists, valuable services as far as they go. One of these is shown on one of the preceding pages.

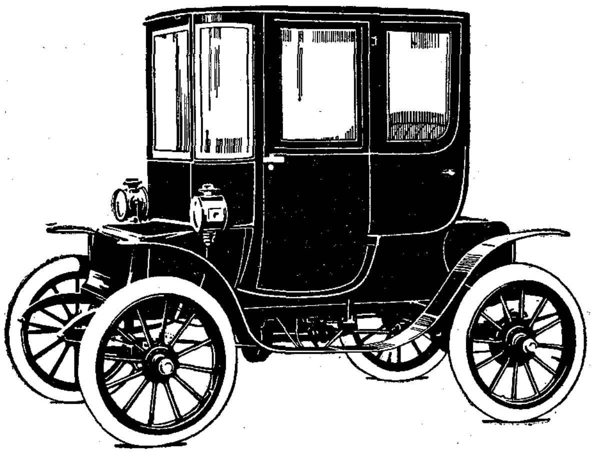
"From Blida ascending the wonderful Gorges de Chiffa, beyond the Ruisseau des Singes, rises the Côte de Médea. Médea is one of the celebrated centers of winegrowing in Algeria and its *crus* are of the first rank. For this reason a good road became an early necessity. The Côte de Médea is on the main road from Alger to Laghouat and is the scene of the annual hill-climb of the Automobile Club d'Algérie. It is a 6 to 10 per cent. steady rise for the most part. It rises up the mountain side in those picturesque hair-pin lacets which one usually only associates with Switzerland or Dauphiny or Savoy in France, where the roads are even more wonderfully engineered and graded than those of Switzerland, great as the latter may be or actually are.

"The main road leading out from Algiers is most interesting throughout, as here and there it cleaves the plain, tunnels through a rock wall, and finally climbs up to a bare, dreary height and passes through a gateway known as the Portes de Fer. It is a tangible monument to the prosperity of the neighboring country which has developed as a result of the accomplishment of this great Route Nationale.

"The mountain road through Kabylie is in quite a different category, tho it serves the region well enough. This road on the main is simply a strategic highroad conceived by the military authorities as a thing to be valued for the future rather than for the present alone. The mountain region of Kabylie is about the wildest through which it is possible to pass an automobile to-day, tho before March it is no unusual thing for it to be snowed up for days and days.

"The direct road via Ménerville and Salestro is practicable throughout the winter, tho at its greatest height, even here in semi-tropical Africa, a meter or more of snow has been known to lie on the road for days and, only last season, the railway itself was snow-bound for twelve hours or more. And this is Africa!

"From Bougie there is a remarkably picturesque road traced through via Djidjelli and Zeraia to Constantine, 257 kilometers. It is a '*corniche*' road beside the sea for nearly 100 kilometers, and from many points of view, principally that of a savage wild environment, it is the peer of that more famous 'corniche' between Nice and Monte Carlo, where auto scorchers and racing electric trams have made one of the most beautiful strips of coastline in the world extremely dangerous and hideous. This road via Djidjelli is reckoned by the government authorities as a 'route empierrée, en bonne état.' A daily diligence covers the same road, and all the difficulties encountered can be summed up in a few words which describe the lacets and



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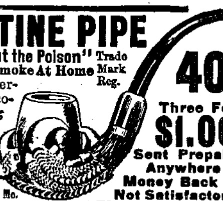

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twistings and turnings as dangerous at high speeds. Otherwise the roadway is superb.

"From Setif to Constantine, '*la ville Sérienne*' of the ancients, which most of us have hitherto known only by the contemplation of Vernet's picture of its famous siege now in the gallery at Versailles, is but 127 kilometers, the road rising and falling continually, and then shooting up into the air on a 20-per-cent. flight just as Constantine is reached.

"The road out from Constantine to Philippeville and Bone, over the Col des Oliviers, is interesting and sufficiently dangerous in some of its rises and falls to be exciting. It is, in fact, a remarkably good piece of road-building, and on it even a low-powered automobile can beat the railway between the two points every time.

"From Constantine to Batna via Kronbs is 119 kilometers of quite the best long stretch of roadway to be found in North Africa. Batna is hotter than blazes in summer and about as cold as Greenland in winter. This is caused by the fact that it sits on a high plateau. Between seasons it is delightful as to climate.

"Out from Batna on a round of 80 kilometers of dreary sunbaked but well-built roadway lie those wonderful buried cities of the Roman occupation of the past—Timgad and Lambèse. There is nothing so grand yet discovered above or below ground, excepting Pompeii.

"There is a string of these buried Roman cities running southwesterly from Tunis and they, as well as the roads connecting them, were built by Roman soldiery, with the assistance of such native labor as was available. To-day the excavations at Lambèse are being carried on with the labor of the prisoners of the great penitentiary near by, who also have been put to work on the roads, not at mere stone-breaking or oakum-picking, or left in solitary confinement. Here's an idea for using a vastly increasing supply of manual labor, of which there is a superabundance.

"To El Kantara from Batna is 87 kilometers, the road of the plain now climbing the foothills of the Aures until it finally culminates at the rock-wall, known as the Gorge of El Kantara, literally the curtain which shuts off the desert from the town. The pass through the gorge, the old Roman road crossing the now dismantled bridge, the modern road and the railway as well, form a wonderfully picturesque and practicable combination. The route from El Kantara plunges down a 50-kilometer descent via the Col de Sfa to the edge of the desert at Biskra.

"Tho the road here ranks as a Route Nationale, it degenerates into a vague undefined track over the Col de Sfa. It takes up with its old form again later on. There are 10,000 camels passing this way to a hundred wheeled carriages and one automobile. When the reverse is the case—or before—the Col de Sfa will doubtless be leveled off a bit and the rough places smoothed out. At present the Col de Sfa in Algeria is a little brother to the mountain road up Mont Ventoux in Provence, a 22-kilometer hill-climb up a finely graded road with a very loose surface. The Saharan track would be more nearly suited to the automobile were it not for these soft patches of sifting sand."

Such is Fame.—When the news that Tom Johnson was defeated for mayor was received in the office of the Denver *Times* there was not time to do more than run a scare head, "Johnson Defeated!"

The papers were on the street in a few minutes, and a freckled Irish "newsie" started off, yelling, joyously, "Jeff wins!" —*Pittsburg Observer.*

CURRENT POETRY

"Poems" is the title of the latest book by Percy Mackaye (The Macmillan Company), and from this volume we print a selection to which we have given the title "Sleep." This perfect poem, like some clear, quiet pool, reflects without loss or blur in its small circumference a series of beautiful images. We would willingly exchange many, many lines of Mr. Mackaye's dramatic and occasional verse for these two stanzas.

Sleep

By Percy Mackaye

Frail Sleep, that blowest by fresh banks
 Of quiet, crystal pools, beside whose brink
 The varicolored dreams, like cattle, come to drink.

Cool Sleep, thy reeds, in solemn ranks,
 That murmur peace to me by midnight's streams,
 At dawn I pluck, and dayward pipe my flock of dreams.

Mr. Richard Wightman has handled a difficult theme in *Harper's* with great skill, and has succeeded in tracing the delicate, dangerous line that divides the sublime and the ridiculous.

In the New Country

(A Cameo)

By Richard Wightman

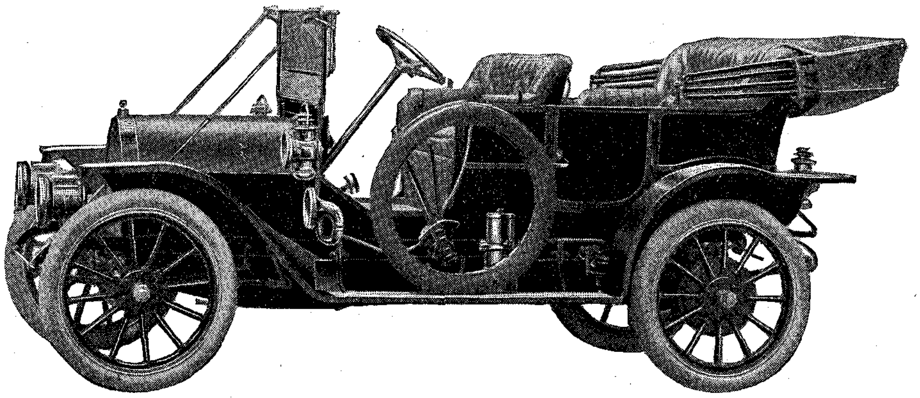
I want Lucille. I've grubbed on this old Section now for months and lashed the stubborn acres with my steel,
And now my heart, all human-like, cries out—I want Lucille.
The cabin is quite finished—every crevice mortared—and the roof
Is fit for any rain. The stove is set
And all the dishes patient on their shelves;
The bed with its checked coverlet is there
In its own corner, and the chair
I made for her is rocking empty in the breeze;
The nails on which to hang her things are driven
And the mirror placed at her own height, a little less than mine.
Out in the shed the Alderney is tied, and Bess, her mare,
Is coated for the fall. The saddle on its form
Is waiting, as am I, just for Lucille.
It's strange, isn't it, how strong a man can be
And yet how lonesome he can feel?
But I don't care—I want Lucille!

"The Wisdom of Nature" appearing in *Scribner's* is inclined to be a bit too "literary," perhaps, but the sonnet is well done and the conscientious workmanship and careful phrasing remind us of the verse of our southern poet-laureate, Madison Cawein.

The Wisdom of Nature

By Maurice Francis Egan

The death frost lies where late the roses threw
 A thousand petals on the soft June grass,
 And o'er the lawn dark spectral shadows pass
Of naked boughs where clover-blossoms grew;
The thrushes' nest is empty; swift winds strew
 The straws to right and left;—from that mass
 Of box and arbor-vitæ sounds,—alas!—
No happy note,—gone is the rustling crew
That peopled there. O what is death to thee,
 Thou ceaseless Nature?—ocean calls, I go
 To lie beneath with many helpless men,
Yet ripples laugh, new waves rise merrily;—
Death may not dim thy morn's recurrent glow,
 For well thou knowest it means Life again.



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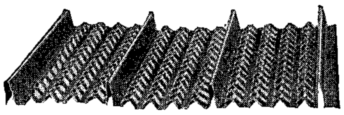

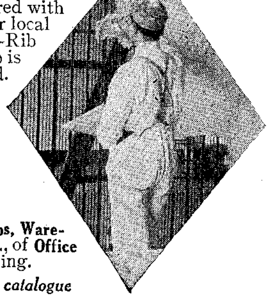

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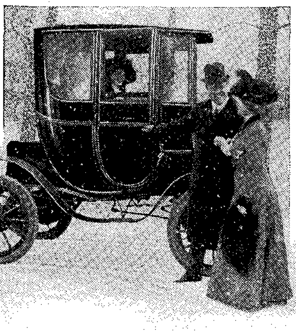

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In "The Dead Geyser" Mr. Arthur Upson chose a subject so weird, so unusual, and far removed from the ordinary, that one reading is scarcely sufficient to catch the fantom beauty of the poem.

The Dead Geyser

By ARTHUR UPSON

I sat in the forest at sundown,
  On the trunk of a fallen tree;
There were calm, low lights to westward,
  But shadows over me,
And the gold beneath the branches
  Was wonderful to see.

Before me lay a circle
  In the glow of the fading sky,
The rim of an outworn geyser
  That brothered an age gone by,
With roots grown down in its fissures
  As thick as a good man's thigh.

. . . .

Then up in the evening silence,
  And up in the westward light,
And over the widening shadow,
  He seemed to take his flight,
Alone in the awesome stillness,
  So solemn and weird and white.

A chipmunk peeped from his burrow
  Where the white dead pine-stem lay;
A night-hawk rose from his tree-tip
  To spiral the muffling gray;
And the wandering breath of Summer
  Seemed all at once taken away.

. . . .

The molten brass in the tree-boles
  Had dwindled to a span;
So I rose with great thoughts crowding
  In solemn caravan,
And crept through the shade, a shadow,
  Who had set me down a man.

Recently Richard Le Gallienne wrote an interesting appreciation of the collected poems of George Meredith ("Poems Written in Early Youth," "Poems from Modern Love," and "Scattered Poems." Charles Scribner's Sons) that was almost boyish in the warmth of its enthusiasm. We do sincerely believe, however, that there is little of permanent interest to the average reader, in this volume of poems, unless he be, like Mr. Le Gallienne, a deep-dyed Meredithian. It seems to us that George Meredith stands with that large group of modern poets who hold their position as writers of verse chiefly by virtue of the reputation they have gained as masters of prose. In the "Southwest Wind in the Woodland" the author touches the highest point that he reaches in this volume.

Southwest Wind in The Woodland

By GEORGE MEREDITH

. . . A moan of coming blasts creeps low
And rustles in the crisping grass;
Till suddenly with mighty arms
Outspread, that reach the horizon round,
The great Southwest drives o'er the earth,
And loosens all his roaring robes
Behind him, over heath and moor,

. . . .

He comes, and while he's growing gusts,
Wild couriers of his reckless course
Are whistling from the daggered gorse,
And hurrying over fern and broom,
Midway, far off, he feigns to halt
And gather in his streaming train.

Now, whirring like an eagle's wing
Preparing for a wide blue flight;
Now, flapping like a sail that tacks

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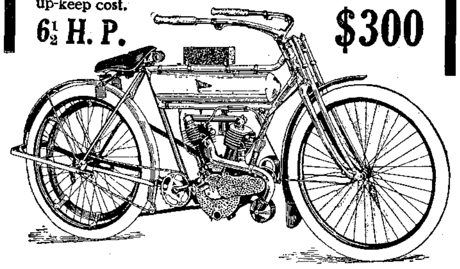

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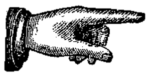

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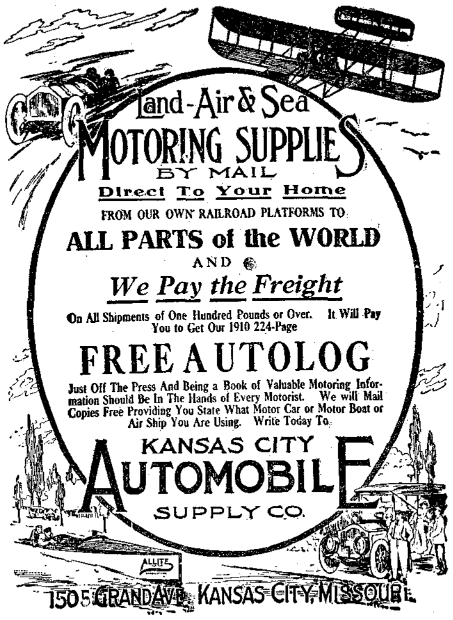

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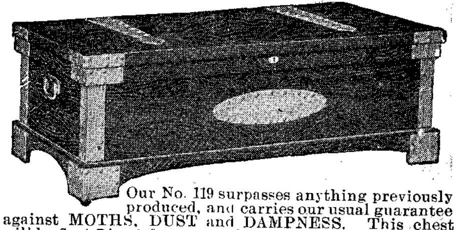
And chides the wet bewildered mast;
Now, screaming like an anguished thing
Chased close by some down-breathing beak;
Now, wailing like a breaking heart,
That will not wholly break, but hopes
With hope that knows itself in vain;
Now, threatening like a storm-charged cloud;
Now, cooing like a woodland dove;
Now, up again in roar and wrath
High soaring and wide sweeping; now,
With sudden fury dashing down
Full-force on the awaiting woods.

. . . . Now the whole.
Tumultuous concords, seized at once
With savage inspiration, . . . rave
And shriek, and shout, and whirl, and toss,

. . . .

And grind, and groan, lion-like
Roar to the echo-peopled hills
. . . . and harp-like thrill
With mighty melodies, sublime,
From clumps of column'd pines that wave
A lofty anthem to the sky,
Fit music for a prophet's soul—
And like an ocean gathering power,
And murmuring deep, while down below,
Reigns calm profound;—not trembling now
The aspens, but like freshening waves
That fall upon a shingly beach:—
And round the oak a solemn roll
Of organ harmony ascends,
And in the upper foliage sounds
A symphony of distant seas.



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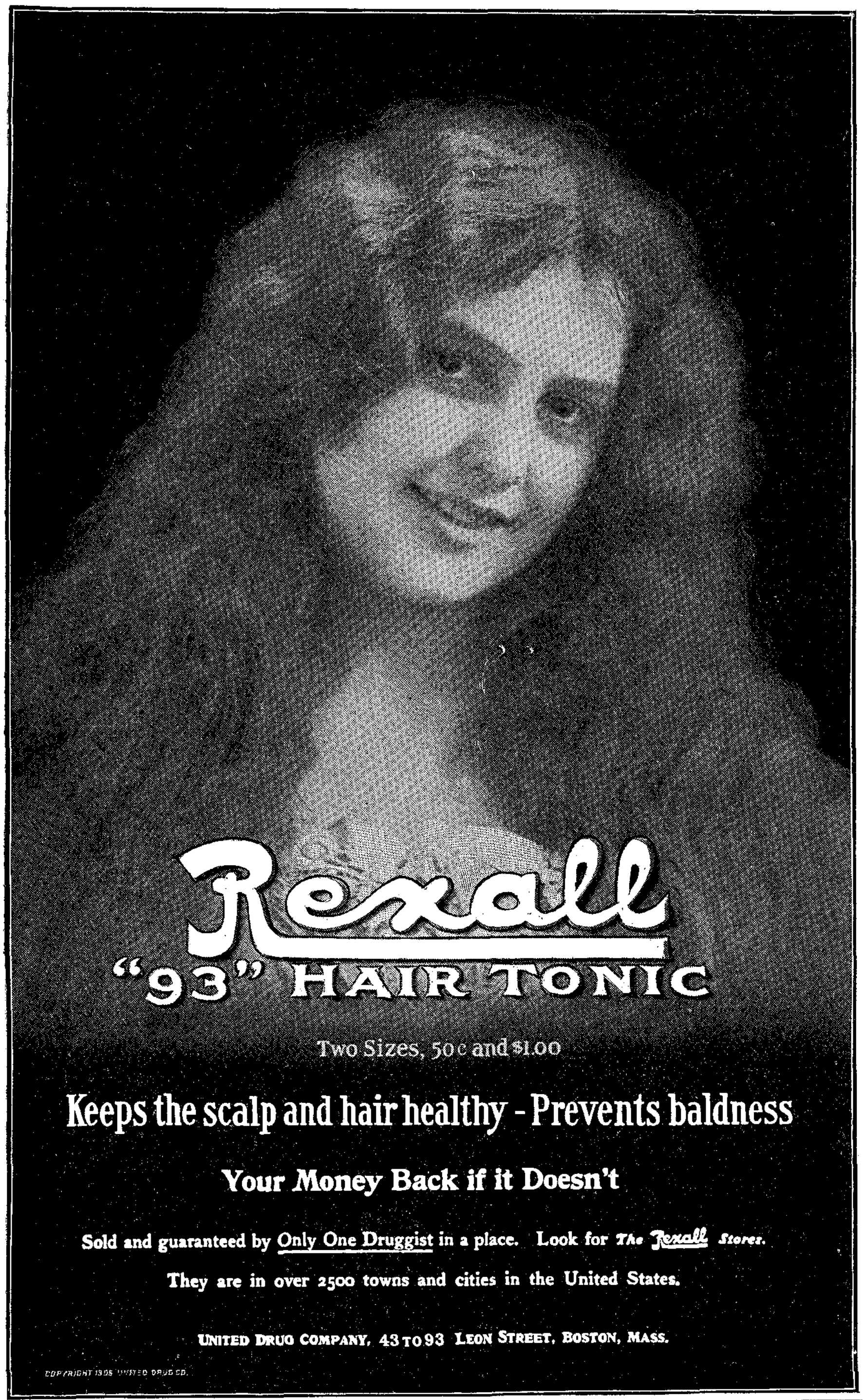

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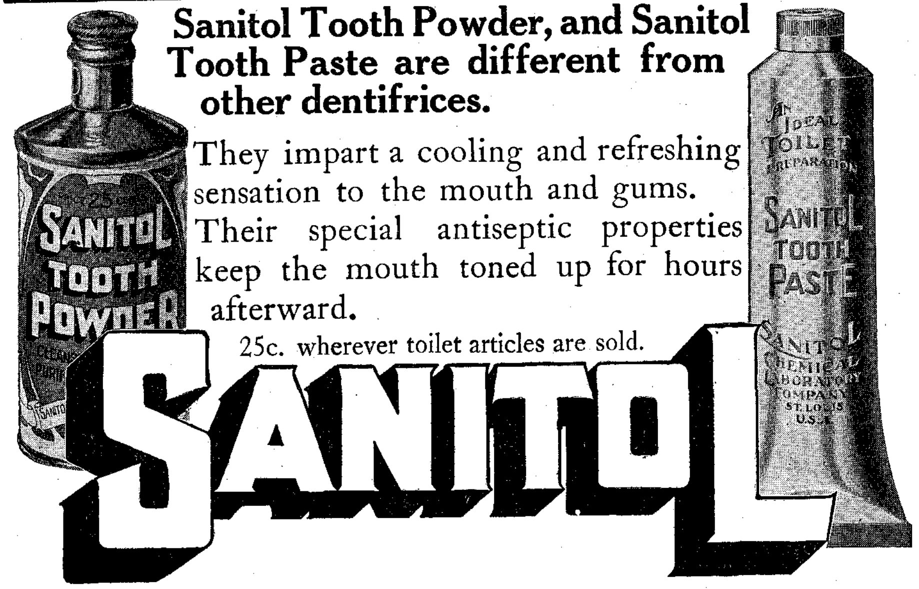

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PERSONAL GLIMPSES

SVEN HEDIN IN "THE FORBIDDEN LAND"

SVEN HEDIN in his latest Tibetan explorations has succeeded in mapping out a large hitherto unexplored region in Tibet and in crossing several times, through different passes, that immense mountain system of mid-Tibet, to which he has given the name Trans-Himalaya. Among the many adventures narrated in his recently published book, "Trans-Himalaya, Discoveries and Adventures in Tibet," we are told how he and a companion, Rehim Ali, felt after a narrow escape from death by drowning:

> The water on the bottom of the boat turned to ice; my fur coat was as hard as a board, and was absolutely useless. Hands and feet were stiff and had lost all feeling; we must get up again or we should be quite frozen. There was only one thing to do. In the shelter of the boat I took off my Kashmir boots and my stockings, and Rehim Ali shampooed my feet, but I felt no life in them until he had opened his *chapkan* and warmed them for a long time against his naked body. There was no sign of life anywhere about. Amid the roaring of the surf we had to shout to make ourselves heard. How were we to pass the night with 29 degrees of frost, and wet clothes already stiffened into cuirasses of ice? Could we keep alive till the sun rose? Rehim Ali disappears into the darkness to search for fuel, but he comes back empty-handed. To my joy I discover that my cigaret-case and matches are still available; I had stood in the water only up to my breast, even when the last breaker had done its best to wet me through. So I light a cigaret and give one to Rehim Ali to cheer him up. "Is there nothing here, then, that we can burn? Yes, wait, we have the wooden roller of the sounding-line and the frame in which it is fixt. Fetch them at once." We ruthlessly break up this masterpiece of Muhamed Isa's skill in carpentry, and hack in pieces the frame with our knives; we lay aside the wet shavings, and use the dry inner sticks as firewood. They make a very tiny heap. Only a couple are sacrificed at once, and I get them to burn with some blank leaves from my note-book. Our fire is small and insignificant, but it warms us famously, and our hands thaw again. We sit close over the fire and keep it up with the greatest economy, putting on one splinter at a time. I take off my clothes to wring them as dry as I can; Rehim Ali dries my ulster, on which I depend for the night; the fur coat is left to its fate. How long it is to the dawn? Ah, several hours yet. The roller and the handle are still in reserve, but this small stock of wood can not last long, and I look forward with trepidation to the moment when the cold will compel us to sacrifice the mast and the benches. The time passes so slowly; we say little to one another, we long for the sun.

Like many another watcher for the dawn, his watching was rewarded, and his sufferings make a good chapter instead of making an end of his life-story. The explorer succeeded in reaching the heart of the "Forbidden Land" in disguise. In the account which he gives of his final detection, we get a glimpse of the man's tact and self-confidence. To quote:

> Sven was my hair-dresser, and he had just completed his business when Abdul Kerim looked in at the tent opening and whispered that four men with yaks were coming up the valley on the road we had to go down from the Kinchen-la. I hurriedly set my disguise in order and wound the turban round my head, while the flap was fastened, and Takkar was tied up before my tent. Then I looked through the peephole in the tent canvas on the side toward the upper valley, and saw eight men on foot in dark-blue and red dresses, with red scarves round their heads, all armed with guns and swords, and leading nine horses; one man led two laden horses. What in the world did this mean? They were not robbers, for they come suddenly and at night. They seemed rather men in government service; the two in front were certainly officials. My men occupied themselves at the fire; I could see that they were a prey to the greatest uneasiness. The strangers came straight to our camp-fire as if it were the end of their journey. They formed a circle round Abdul Kerim, Lobsang, Kutus, and Gulam, and began an animated but subdued conversation. Three of them, evidently servants, led the horses to a spot barely thirty paces from my tent and right in front of it. There they took off all the saddles and loads, sent off the horses to graze, brought out pots and cans, arranged three stones in order, collected fuel, made a fire, fetched water in a large pot, and cooked tea. It was plain that they intended to camp here for the night and that they had intruded on us for the purpose of watching us.
>
> The other five entered Abdul Kerim's tent, threw themselves down, and continued the conversation in the same low, quiet voice and in thoroughly polite and measured tones. I could not catch what they said, but that the affair was serious I could only too plainly perceive, for I heard my name mentioned—Hedin Sahib. After a good hour's conversation they went out again and made a tour of my tent, but the furious Takkar would not let them approach the door. But they discovered the peephole in the side of the tent, and a man put his finger in and looked through the hole, but I was lying against the folds of the tent on the same side, so he could not see me. Then they went and threw themselves down in a circle round the fire,

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brought out their wooden cups, and drank tea. They sat right in front of the entrance to my tent, and I could not get out without being seen.

Then Abdul Kerim whispered from the back of my tent and inside his own, and told me what the men had said.

The leader, "a stoutish young man of good appearance," informed them that news of the arrival of the party having come to the Government of Saka-dzong, "Hedin Sahib" was suspected of being concealed among them. His orders were to search the party thoroughly, and in case no European were found among them, to let them go after Abdul Kerim had set his name-seal to a declaration to that effect.

When I heard this report the situation became quite clear to me, and I at once decided what I would do. But first I crept by the secret way into the caravan leader's tent, where I found myself surrounded by my retainers, except three, who were to warn us if the Tibetans came back again.

"What is to be done?" I asked Abdul Kerim.

"The Sahib knows best himself. As far as I can see, our condition is hopeless," answered the honest man, who had got us out of many a scrape before.

"What does Lobsang think?"

"It would not be wise to give them such a declaration," he answered with a very troubled face.

"Sahib," suggested Kutus, "if they give us breathing-time till night, the Sahib and I can hide among the mountains as at the time when we were close to Tsongpun Tashi. When the search is over we can rejoin the caravan farther down. I can carry the Sahib's papers, and other European articles can be buried in the ground under the tent."

"They know that we are thirteen," remarked Gulam.

Under the force of circumstances we had made our way right across Tibet with a trumped-up story, but to let Abdul Kerim confirm a false document with his name-stamp on my account was a little too strong even for my geographical conscience. I could not consent to that. Whatever might happen, our position was still a strong one. We were in the heart of Tibet. The next move would be that we should be sent out of the country, and by whatever way we were obliged to go, I should certainly gain something more. I would absolutely refuse to go to Ladak, but I would be content to go to India through Nepal, or, better still, through Gyangtse.

"No," I said to my men as I rose up, "I shall give myself up to the Tibetans."

Then they were all amazed and began to cry and sob like children.

"Why do you weep?" I asked.

"We shall part here for good, and the Sahib will be killed," they answered.

"Oh no, it is not as bad as that," I said, for it was not the first time I had been caught by Tibetans.

When I walked out of the tent I heard behind me the murmur of Mohammedan prayers: "Allahu ekber—Bismillah rahman errahim."

In my usual disguise from top to toe,

and with my face painted black, I walked with slow, deliberate steps straight to the circle of Tibetans. When I was close to them they all rose up, as if they knew that I was no ordinary Ladaki.

"Sit down," I said, with a dignified gesture of invitation, and sat down myself between the two principal men. In the one on my right hand I recognized at once the Pemba Tsering of the year before. I clapped him on the shoulder, saying, "Do you know me again, Pemba Tsering?" He answered not a word, but looked with wide-opened eyes at his comrades, and nodded toward me, as much as to say, "It is he." They were mightily dumfounded and disconcerted: no one spoke, some looked at one another, others gazed into the fire, one threw a couple of sticks among the stones, and another took small sips of tea.

Then I spoke again: "Yes, truly, Pemba Tsering, you are quite right; I am Hedin Sahib, who visited Saka-dzong last year. Here you have me again; what do you mean to do with me?"

Abdul Kerim, Lobsang, and Kutus stood behind, trembling like aspen leaves, and expecting that preparations for an execution would be the next move.

Still they made no answer, but began to whisper together in groups. The younger official, who was evidently the cock of the walk, for the others looked at him and waited for him to speak, began to look through his papers, and picked out one which he read in silence. As they were so long in recovering from their consternation—for they had not expected to get hold of me so easily—I sent Kutus for a box of Egyptian cigarets, and offered them all round. Each took one with thanks and lighted it after I had set an example, and showed them that the cigarets were not filled with gunpowder. Then the ice was broken, and the leader began to speak very softly and without looking at me.

He repeated his strict orders to turn any European back by the way he came. Dr. Hedin replied:

"I said last year that I must and would see the mountain region north of Saka. Now I have seen it, and you have not been able to prevent me. You see then that I can do more in your country than yourselves. Now I intend to travel back to India, but by which way only Lien Darin, Amhan of Lhasa, shall decide. It is therefore my intention to write to him, and I shall not go anywhere before his answer comes."

After some more talk, Rimdor, the young official, agreed to go on with Hedin to a place called Semoku, and sent ahead by mounted courier a letter to the Governor asking him to meet them there.

Then we talked and jested again, and before sunset we were as intimate as tho we had been friends from childhood. We might have made an appointment to meet in this barren valley and been glad to have found one another. It was easy to understand that the Tibetans were pleased. They little thought when the sun rose that they would make such a good catch before evening. The successful issue of their mission would be of great advantage; they

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would be commended by the Governor and gain promotion. For my part I had a feeling of unmixed satisfaction. Our freedom was at an end, but for me it had been nothing but an exceedingly enervating captivity. Now, for the first time, I felt perfectly free, and was no longer a prisoner in my own tent; I should have no need of that wretched hiding-hole in Abdul Kerim's tent. The Tibetans laughed loudly at my ragged, smutty, greasy dress of coarse gray sackcloth, in which I looked like a convict, or, at least, like a begging monk of the Gray Friars' confraternity. Then they understood how I had succeeded in crossing Bongba unseen and unknown. How delightful it would be to throw my rags into the fire and clothe myself in a clean, neat Tibetan costume, to be no longer obliged to hide my papers and instruments in rice-sacks, and not to have to paint my face as black as a Moor's instead of washing myself. As soon as we had parted from our new friends in the evening, Gulam took a hand-basin of warm water into my tent, and then I had a good scrubbing from top to toe, and the water showed that I wanted it. He had to change the water four times before I was tolerably clean. Then I clipt my Mohammedan beard to the skin, and sadly missed the razors I had thrown away. But I was glad we had not burned the things we had condemned some hours earlier. . . . . .

Thus ended April 24, 1908. Strange, melancholy thoughts took possession of me when I went to bed. The Tibetans had again thwarted my plans—I know not how many times they had done so. Our future was as dark as ever, but it had arrived at a new stage, and on the 25th we should wake up to begin a new chapter. The deep silence in the valley was only disturbed occasionally by Takkar, when the faithful dog barked at the Tibetans. His bark was reechoed from both flanks as tho three dogs kept guard over us. And the everlasting stars glittered as before over our lonely tents.

However, Dr. Hedin eventually reached the Holy City of Shigatse, was the only European to witness the great New-Year festival, and met the Tashi Lama, the religious head of the Tibetans, in contradistinction to the Dalai Lama, or temporal ruler. He thus describes this Asiatic Pope:

> Wonderful, never-to-be-forgotten Tashi Lama! Never has any man made so deep and ineffaceable impression on me. Not as a divinity in human form, but as a man, who in goodness of heart, innocence, and purity approaches as near as possible to perfection. I shall never forget his expression: it displayed unbounded kindness, humility, and philanthropy; and I have never seen such a smile, a mouth so delicately formed, so noble a countenance. His smile never left him: he smiled like a sleeper dreaming of something beautiful and desirable, and whenever our eyes met his smile grew broader, and he nodded kindly and amiably, as much as to say: "Trust in my friendship implicitly, for my intentions are good toward all men."

Now You Can Shave Correctly, Comfortably and with Perfect Safety

Correctly because the construction of the Durham-Duplex Razor permits the only correct sliding diagonal stroke—down and across the beard with one motion.

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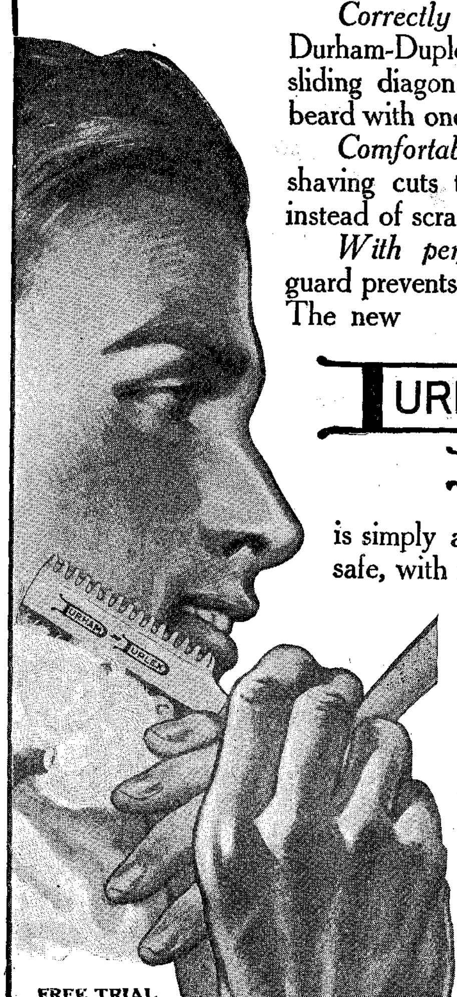

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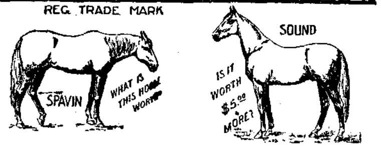

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Simon & Son, Tailors, Richmond, Va., Nov. 20, 1909.
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Norway, Me., Oct. 19, 1909: I have a horse, etc. I have faith that "Save-The-Horse" will do as you say, because I have seen four curbs, one bog spavin, and one enlarged tendon cured by it for other people. Please let me hear from you regarding my horse. Very resp., A. H. STAPLES, D. D. S.

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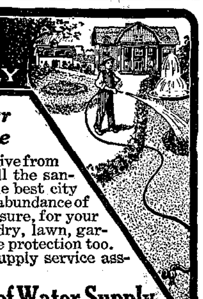

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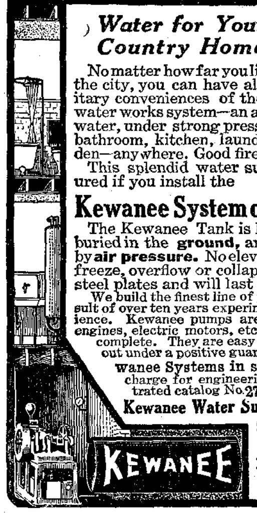

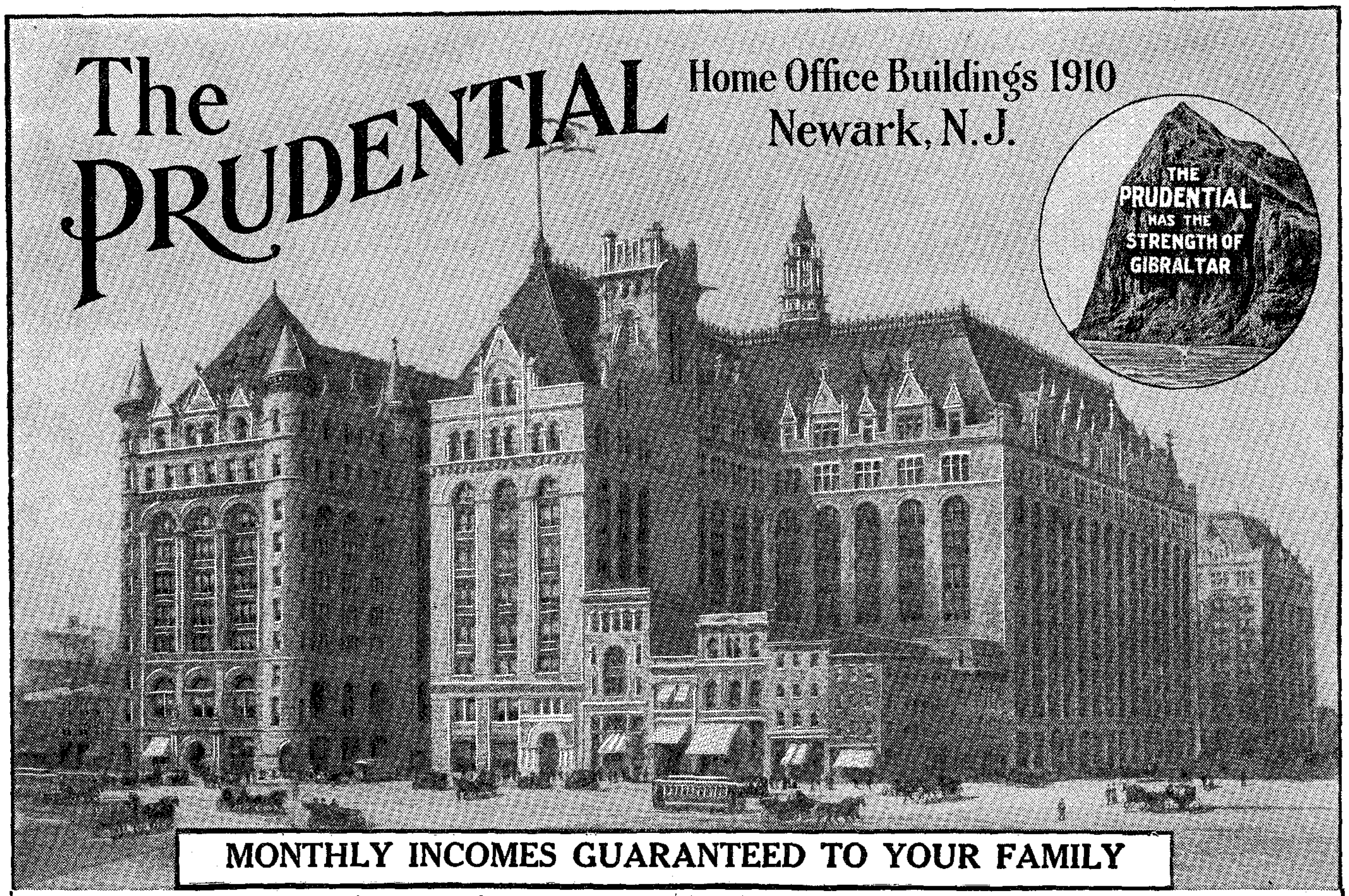
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D. K. PEARSONS, "A GIVER BY TRADE"

Dr. Pearsons, who has already given away more than $5,000,000, and who says he will soon go on a new "rampage of giving," is described by a writer in the New York *Tribune* as "a stalwart man of almost ninety years, whose hair and beard are only slightly gray, whose voice is as firm as at thirty, whose fingers do not quiver, whose eye is bright and penetrating, whose mind is as keen as ever." To quote further:

> Dr. Pearsons is a little more than six feet tall. His limbs are straight, but there is the slightest discernible stoop to his head and shoulders. He has not the slightest trace of a bald spot. Instead, his hair is thick and well combed back from a high forehead. His sideburns are of a little lighter gray than his hair, tho neither looks like the growth of white expected on a nonagenarian. Of rather dark complexion, he has unusually strong lineaments. He has a Roman nose, large lustrous eyes, smooth-shaven chin, lips that shut with a snap when he tells you that he's as "close-fisted as anybody can be." There are few wrinkles in his face, and none that is deep.
>
> Exhibiting a keen sense of sly humor, the doctor discust some of his benevolences. "First," he said, "what's the philosophy of it? It's not philanthropy, not a bit of it. I'm acting simply as my own executor; it's purely a business investment. I have acted as the executor of estates, and find it is not a satisfactory plan. Where a man desires to restore the fortune he has accumulated to the public, let him do it himself. I believe that to be the duty of men of wealth. I believe my plan of bestowing what I have to give will be adopted more and more by those who have to give."
>
> "Talk about beggars!" he went on. "Why, I wish you could see some of the mendicants who follow me out here to my home. But, by Godfrey! I generally manage to make them heartily ashamed of themselves. One was here four times in a few weeks from Central Ohio. Think of it, the grand, rich State of Ohio! He was begging aid for a well-known college there. I said to him, 'Go among the wealthy of your own locality,' and he went.
>
> "Heaven save me from suave beggars. I went to Colorado once and thought I could escape them. Not a bit of it.
>
> "As soon as my name was on the hotel register the flies flocked round me. 'See him? That's the chap, go for him,' they said, and go they did. Every old woman with a missionary or sewing-circle craze tackled me till life became a burden.
>
> "I want to be let alone, I want peace; that's why I'm closing up everything this year. I shall make my last gift on April 14 next to a college that has twelve hundred students. I'll be there to do it, and then I'm coming back home to rest and have a good time. I'll have $10,000 a year and this house and five acres, and I can live on that."
>
> The old man heaved a sigh and began musing with a gentle, pleasant expression, as if he had already passed his ninetieth birthday and was enjoying the rest and peace he longed for.
>
> "How did you earn your first dollar?"

A CHEAP WATER POWER

Farmers and others who live in the country will be interested in our new catalogue, describing the wonderful
NIAGARA HYDRAULIC RAM
and showing how easy and cheap it is to have running water in house and barn. Write for catalog K
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It won't leak

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IT writes when it should, instantly, always; requires no shaking. But you can't get a single drop out of it when the ink should stay inside.

IT WON'T LEAK. The construction positively forbids. Carry it upside down or any way you please. IT WON'T LEAK, because it can't. No possibility of inky fingers, ink-stained pockets and clothes. Let your dealer show it to you. Your own eye-sight will convince you at a glance that Moore's is the pen that you should have. If he does not sell it, send us his name and address with your own, and we will forward him an assortment from which you can choose.

Prices $2.50 up. Moore's Midget, 3-1/2" long, $2.50

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Hitch Your Pennies to the OLIVER!

It's YOURS for 17¢ a Day

PENNIES have mighty *pulling-power* when properly harnessed up. They work like *slaves* for the man who *saves*—say seventeen cents a day. At your command they will bring you the world's most highly perfected typewriter—the magnificent Oliver No. 5. They have done just this for *thousands!*

The "Seventeen Cents a Day" offer has attracted widespread attention and won hosts of new friends for the Oliver.

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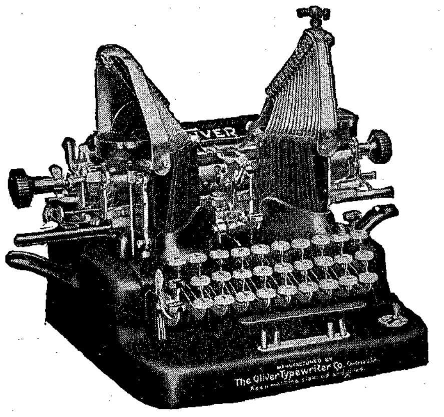

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It writes with light, *telegraphic* touch. It prints with the *downward stroke*, which gives extraordinary manifolding power.

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It is the greatest writing machine *value* ever offered for $100, and our easy terms of payment make this *the typewriter opportunity of the age.*

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was a question that awoke the nonagenarian from his reverie.

"Shoveling snow in the mountains of Vermont," he replied, rising and illustrating how he swung a shovel.

It developed, as has often been told, that Dr. Pearsons was born on April 14, 1820, at Bradford, Vt., of extremely poor parents of Scotch-Irish extraction.

"They call me a Yankee," he said, "I take off my hat and bow. They call me an old Puritan; I take off my hat and bow twice."

He entered Dartmouth as a freshman in 1842.

"I rented a room in an attic and chopped wood to pay the rent," he continued. "I cooked my own potatoes and johnny-cake." He glanced around the big room in which he sat, with its rugs and comfortable furnishings, and the recollection of the past made him chuckle. "And those were the best meals I ever had," he added, after a moment. "Whenever I could afford meat it was pork, and I cooked it in a sheet-iron stove by thrusting it over the coals on a poker.

"I live now on the plainest of food, and haven't tasted meat in four years. I sleep—mind you, sleep, not lie in bed—twelve hours in every twenty-four, from 7 to 7 o'clock. I never take an nap in the afternoon.

A ROOSEVELT BUFFALO-HUNT

THE African buffalo, Mr. Roosevelt tells us, in the instalment of his "African Game Trails" in the February *Scribner's*, is considered by many hunters the most dangerous of African game. It is a powerful beast with "a coat of black hair which becomes thin in the old bulls, and massive horns which rise into great bosses at the base, these bosses sometimes meeting in old age so as to cover the forehead with a frontlet of horn." Not only are these beasts dangerous opponents when brought to bay or wounded by hunters, but they sometimes "become truculent and inclined to take the offensive themselves." Colonel Roosevelt learned that the list of white hunters killed by buffalo is very long, and that in Uganda "the buffalo have caused such loss of life, and such damage to the native plantations, that they are now ranked as vermin and not as game, and their killing is encouraged in every possible way."

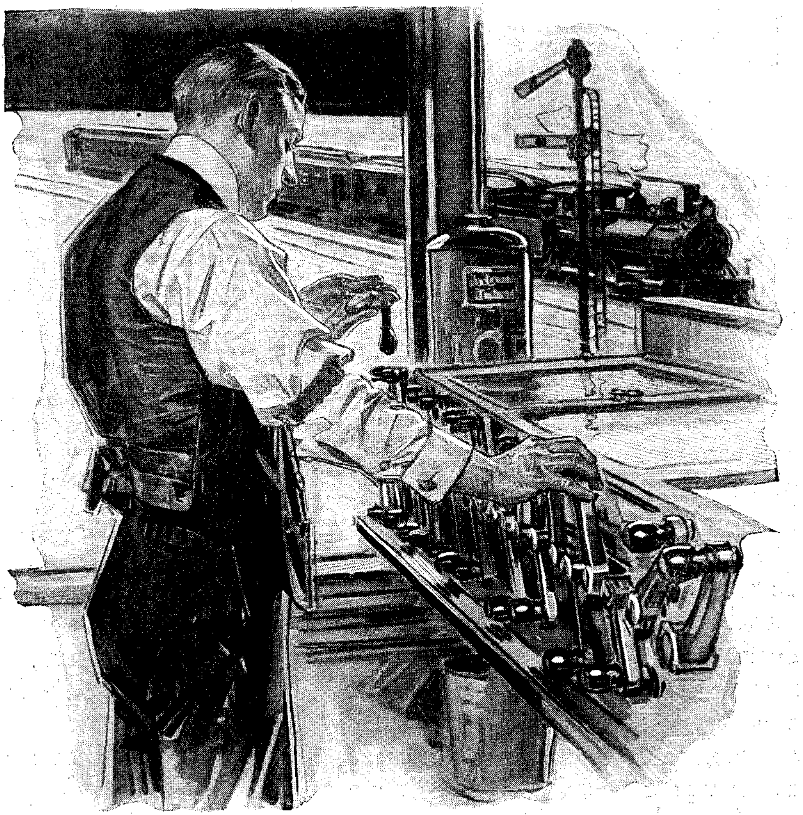
On their first day at Heatley's ranch near the Kamiti River, the Roosevelt party saw a herd of some seventy or eighty buffalo, "grazing in the open, some hundreds of yards from the papyrus swamp." A swamp like this is almost impenetrable, with the papyrus growing to a height of over twenty feet, and so close together that in most places one can hardly see six feet, while, "underfoot, the mud and water are hip-deep." The distinguished hunter-naturalist-journalist tells of killing a number of buffalo in the vicinity of this jungle-covered morass. On one occasion the party were following a "small, half-dried water-course, running parallel to the swamp." Under the charge of Cunninghame, "a veteran hunter and first-class shot," they "crept up the water-course until about opposite the buffalo, which were now lying down." Then—

Cunninghame peered cautiously at them, saw that there were two or three, and then led us on all fours toward them. There were patches where the grass was short, and other places where it was three feet high, and after a good deal of cautious crawling we had covered half the distance toward them, when one of them made us out, and several rose from their beds. They were still at least two hundred yards off—a long range for heavy rifles; but any closer approach was impossible, and we fired. Both the leading bulls were hit, and at the shots there rose from the grass not half a dozen buffalo, but seventy or eighty, and started at a gallop parallel to the swamp and across our front. In the rear were a number of cows and calves, and I at once singled out a cow and fired. She plunged forward at the shot and turned toward the swamp, going slowly and dead lame, for my bullet had struck the shoulder and had gone into the cavity of the chest. But at this moment our attention was distracted from the wounded cow by the conduct of the herd, which, headed by the wounded bulls, turned in a quarter-circle toward us, and drew up in a phalanx facing us with outstretched heads. It was not a nice country in which to be charged by the herd, and for a moment things trembled in the balance. There was a perceptible motion of uneasiness among some of our followers. "Stand steady! Don't run!" I called out. "And don't shoot!" called out Cunninghame; for to do either would invite a charge. A few seconds passed, and then the unwounded mass of the herd resumed their flight, and after a little hesitation the wounded bulls followed.

LONESOME IN THE WHITE HOUSE

President Taft says that he is lonesome, that nobody drops in for a mere neighborly call. Mr. Roosevelt had his Tennis Cabinet, other Presidents have had their "kitchen cabinets," but Mr. Taft, says a Washington correspondent of the New York *Evening Post*, "has neither a kitchen cabinet, nor a tennis cabinet, nor even a golf cabinet." This writer thinks it "rather curious that none has been formed"; for "Mr. Taft has a highly developed social instinct; he loves company; he is never happier than with a group of congenial, pleasant, story-telling, laughing friends; he makes friends easily." Of this Presidential lonesomeness we are told further:

> Most of the people who go to the White House go to ask for something. Those who go to give have only advice to offer. Between the two classes they have precious little diversion to offer a tired man. The drawback to a kitchen cabinet from Mr. Taft's view-point is that all the members would want to talk shop. The President has a Cabinet for that purpose, and he does not solicit or desire irresponsible advice from friends, not members of his Administration, about how to run the Government. What Mr. Taft express the other day,



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The signal-man by means of automatic levers works all the switches in the yard and prepares for the arrival and departure of every train.

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Not every jeweler can sell you a HOWARD Watch. Find the HOWARD Jeweler in your town and talk to him. He is a good man to know. Drop us a postal card, Dept. O, and we will send you a HOWARD book of value to the watch buyer.

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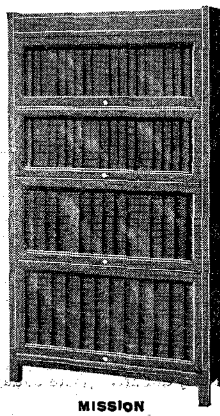

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have many features that will interest you. Handsome and solid in appearance with no disfiguring iron bands to hold the sections together; glass doors (roller-bearing, non-binding) easily removable for cleaning without taking down the entire stack.

The prices are lower than others

Our free catalogue B proves this and will please you. It quotes our attractive low prices, shows latest Sanitary Clawfoot, Mission and Standard styles—all high-grade Grand Rapids quality in finish and workmanship. Sold by dealers or direct.

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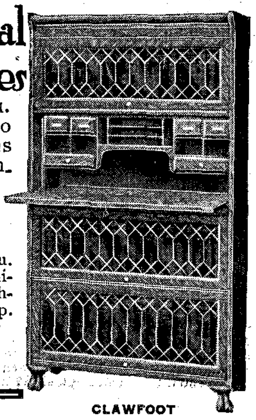
19 Victoria St., Grand Rapids, Mich.



CLAWFOOT

Charity or Business—Which?

An Advertisement by Elbert Hubbard

THE germ of both life and fire insurance had its rise in the custom of taking up a collection for the stricken family. ⚜ We all chipped in in the hope and expectation that if we were snuffed out by sickness or accident, the neighbors would do as much for us. ⚜ When I lived in Kansas I well remember how when a farmer, who owned the next eighty to my father's, was killed by a runaway team, we all turned out and plowed the widow's fields, planted her crops and cared for her live stock. ⚜ That she was young and comely probably had much to do with the ready and cheerful service which we brought to bear. So it seems that it was largely a matter of mood. ⚜ Life insurance avoids the uncertainty of leaving things to the neighbors. It is a business plan, founded on the laws of mathematics and sound economy, to provide for those dependent upon us in case of death. ⚜ Life insurance is no longer charity, or quasi-altruism, any more than fire insurance is. ⚜ Life insurance is a duty, and it is a privilege. ⚜ To eliminate the distressing results of death, through insurance, payable to business partners, wife or children, seems but common prudence. ⚜ Lord Nelson in his will left his wife and daughter "to the tender care of the British Nation, to which I have given my life." And the wife and daughter—gravitated to the poor house; for what is everybody's business is nobody's business. ⚜ Don't leave your loved ones to the care of the public or the neighbors. The neighbors may have troubles of their own. Cut out risk, accident, and worry, by life insurance. ⚜ There are no microbes in a life insurance policy. Some folks cannot get life insurance. Possibly you cannot. ⚜ If so these words are not for you.

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Remarkable Discovery That Cuts Down the Cost of Paint Seventy-Five Per Cent.

A Free Trial Package is Mailed to Everyone Who Writes.

A. L. Rice, a prominent manufacturer of Adams, N. Y., has discovered a process of making a new kind of paint without the use of oil. He calls it Powdrpaint. It comes in the form of a dry powder and all that is required is cold water to make a paint weather proof, fire proof and durable. It adheres to any surface, wood, stone or brick, spreads and looks like oil paint and costs about one-fourth as much.

Write to Mr. A. L. Rice, Manuf'r., 33 North St., Adams, N. Y., and he will send you a free trial package, also color card and full information showing you how you can save a good many dollars. Write to-day.

when he said he was lonesome, was the human desire for somebody to play with. His old friends who used to seek him out in his leisure hours and propose various diversions now wait to be asked. They have a proper feeling that they do not want to thrust themselves forward, when the President may have more important things to do. . . . . . .

A man who has known the Tafts for a long time tells an amusing story of an evening he spent at the White House last spring. "I had just come to town," he says, "and didn't know that one wasn't supposed to call at the White House without being invited. I had known the Tafts for a long time, and after I had finished my dinner at the hotel I walked up to the White House and sent in my card. Almost immediately I was taken into one of the parlors, where I found Mrs. Taft and one of her sisters. They were glad to see me, apparently, and we talked along about every sort of thing for three-quarters of an hour or more, until the President came down-stairs. He had been up in his study dictating. He was unaffectedly glad to see me.

"After we had talked for a while, he wheeled out into the room one of those big cabinet graphophones or gramophones, and we had some music. They had records made by various opera-singers, and we sat around and listened. About eleven o'clock I got up to go back to the hotel, and the President walked with me to the front door. He said he thought he would go to bed, too, as he had had a hard day, and as I was leaving the whole household was making preparations to go up-stairs and go to bed. It seemed fine and simple and democratic to me. I caught myself wondering how many thousand other American families had spent the same sort of an evening in chatting with a neighbor who had just dropt in, and in listening to some music, either canned, or extracted from the piano by the daughter of the house."

President Taft has made no new "intimates" since he has occupied the White House. He always takes Captain Butt, his chief military aide, with him when he goes abroad, and sometimes Gen. Clarence Edwards, chief of the Insular Bureau. Once, at least, it is of record that John Hays Hammond went walking with him in the afternoon, and once or twice Secretary Meyer was one of the riding-parties last summer. Yet none of these men can be called intimates in the sense that qualified members of a kitchen cabinet are intimates.

Mr. Taft, it would seem, is too catholic in his sympathies and tastes to form a kitchen cabinet. Nor does he require a little circle of admirers constantly around him to sustain happiness. He does not take much stock in unofficial advisers.

Mr. Roosevelt's Tennis Cabinet was made up of subordinates in the departments who were honored above their chiefs. . . . All that sort of thing has stopt. If Mr. Taft ever does have a kitchen cabinet, it won't be built up on that basis.

Meanwhile, if you are an old friend of Mr. Taft drop in at the White House and see him when you are in Washington. He won't mind if the Senators are kept waiting in the ante-room. Let the doorkeepers worry about that. They do.

THE TEARS THAT MADE TYLER PRESIDENT

It was John Tyler's weeping for Clay's defeat for the Presidential nomination in the Whig Convention of 1839 that made him the Vice-Presidential Candidate. E. J. Edwards, writing in the New York *Evening Mail*, quotes the late Benjamin Silliman, one of the delegates at this convention, as saying that when General Harrison had been chosen for the head of the ticket, the other position was offered by Harrison's friends to two prominent Clay men, each of whom promptly refused it in turn.

Well, then, those politicians were greatly perplexed, indeed, as they went into conference for a third time. While they were thus engaged, some one asked: "Have you heard about John Tyler?"

"No, what about him?" was the reply.

"Why," said the first speaker, "when he heard that Henry Clay was defeated for the nomination he actually wept."

"John Tyler wept when Henry Clay was defeated for the nomination!" a man cried jubilantly, as he jumped to his feet. "Why, gentlemen, that makes him most available for Vice-President. The offer should be made to him at once."

The conference was swept off its feet by the suggestion. Tyler was immediately communicated with, and it did not take him a minute to say that he would accept the honor he had tried in vain to secure four years earlier at the hands of the same party.

You know the rest. John Tyler was nominated without trouble. He was elected, and a month after he had started to preside over the Senate death carried him into the presidential chair.

PUTTING OUT A FIFTY-YEAR-OLD FIRE

A mine fire that has already destroyed $25,000,000 worth of good anthracite, and that has been burning for fifty-one years, has just been checked. This fire in the Mammoth vein of the Summit Hill basin in northeastern Pennsylvania, was discovered on February 15, 1859. The basin, according to the New York *Times*, is like the thumb on a man's hand. "The fire started near the end of the 'thumb,' which is 600 feet wide at its narrowest and 1,500 feet wide at its broadest point, and worked its way toward the main part of the 'hand,'" where there would be almost no chance of conquering it. As the years passed the fire kept gaining, while the increased consumption of anthracite and the greater cost of mining by deep shafts made it essential that every ton near the surface be saved. Early attempts to put out the fire or block its course proved futile. *The Times* goes on to describe the present successful efforts:

> After much study, W. A. Lathrop, President of the Lehigh Coal and Navigation Company, which owns the property, decided that the only way to stop the fire and prevent the destruction of millions of tons of coal was to build a clay barrier

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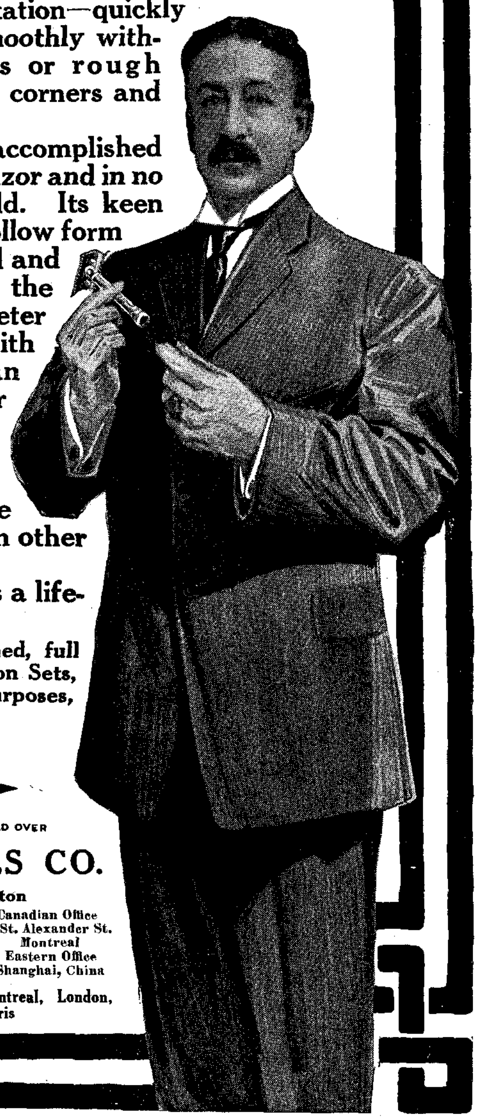

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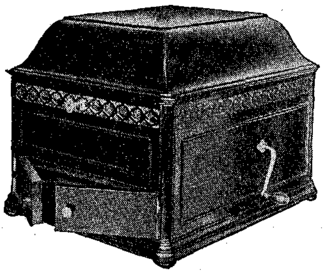

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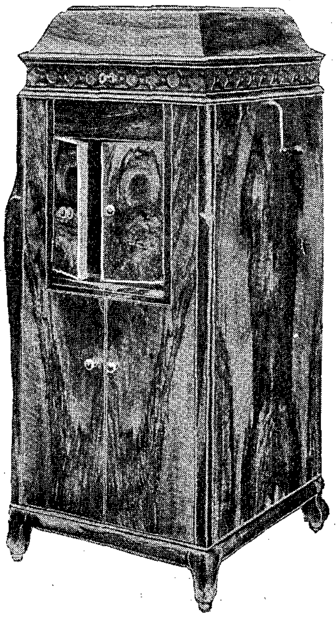

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across the basin, extending down to water level. The barrier would have to be approximately 900 feet long.

On the north of the basin, where the coal comes to the surface, an open cut was dug. From there southward, the vein sloping downward, a series of shafts were sunk, the last in line to the south being 220 feet deep. Later it was found that not only would the barrier have to cover the face of the vein, but that the space between the first four shafts would have to be filled in with clay. This makes the barrier extend from the bottom of the vein to the surface of the ground for a considerable part of its length.

At the southern end it was not necessary to take out the overlying rock between the shafts, but simply the coal. This was done by a tunnel following the vein and extending 500 feet on a slope to water level. Two concrete walls sixty feet in height are built to form the side of the tunnel. There are "windows" at short intervals, so that the wet clay, besides filling the space inside, may seep through on both sides and act act as reenforcement to the walls.

Difficulties of a kind never before encountered in engineering work met the company in its effort to carry through the plan. The fire was close upon the workmen, and as a measure of protection a series of "slushing-holes" had to be drilled near the line of shafts. Notwithstanding this precaution, the smoke and fumes came through to where the men were working, and the rocks on the sides of the shafts grew hot. This complicated a task that was already hard enough. The utmost care was necessary in blasting.

Elaborate ventilating apparatus had to be installed at great expense. Canvas flumes were led down into the shafts. Being flexible, they could be shifted so as to supply fresh air without delay to the spot where it was most needed. An emergency hospital was put into operation, and a physician was on hand to keep the men in shape. Under these conditions the work was prosecuted in half-hour shifts, and each man employed had to work only four hours a day. At one time the engineer in charge, Mr. Starr, did not take his clothes off for ninety-six hours. During most of these four days and nights he was down in the shafts, taking personal charge of the work.

Cracks appeared in the rock and sand had to be thrown into them, while the work went on, to keep back the heat and smoke.

After operations were under way, it became evident that the timbers in the shafts could not be removed without risk to the side-walls. It was not safe to leave the timbers in place, because they might serve to aid the passage of the fire. Consequently transverse concrete walls were built, 30 inches thick at the bottom, and narrowing to 18 inches at the top. These walls, running across the line of shafts and parallel to the course of the fire, had openings, 3 feet long by 6 feet wide, placed at intervals of 12 feet, so that the clay could run from one compartment to the the other. Thus the pressure on the walls was equalized.

Fifty thousand cubic yards of clay were needed to make the barrier, and 8,000 cubic yards of concrete. Ten miles of timbers were used in the shafts and the open cut, all brought from North Carolina. In a single one of the holes bored as a protection to the work 24,000 tons of silt were poured. It is estimated that the cost of stopping the fire—this does not include the unsuccessful attempts of the past—was $250,000.

JOHN REDMOND, MASTER OF THE SITUATION

"A silent man, square-faced and keen-eyed," writes Frank Dilnot in the London *Daily Mail*, "sat in the last Parliament at the end of one of the benches on the Opposition side half-way down the House," and "surveyed the Liberal host opposite, conscious that his day would come." Now it would seem that his day has come, for the small Liberal majority in the next House indicates that the Government will probably need the Irish Nationalist votes, and Premier Asquith's promise of some measure of "Home Rule" will have to be made good, at least in part. So, we are told, Mr. John Redmond must to-day "be surveying the political field with a certain satisfaction." "He can keep a Government in power; he can turn it out when he pleases." Of this man who "has made himself a power by steady, persistent work, an iron will, an unflinching devotion to the cause which he considers right," we read further:

Banish from your mind, in thinking of Mr. Redmond, the picture of the carelessly drest, merry Irishman with a strong brogue and a merry quip and jest for any situation. Here is a stern man between fifty and sixty years of age, thick-set, perfectly drest, carrying himself always with the dignity of a Gladstone. An Irishman's fun may lurk deep within Mr. Redmond's breast, but it is not observable. From his appearance he might be a well-to-do City man who will stand no nonsense. It is quite obvious that he is not a person with whom the frivolous could jest with impunity. He is of heavy build—becoming heavier with increasing years—he is broad shouldered and broad chested and he holds his head with the air of a conqueror. His very walk as he enters from the lobby and proceeds toward his seat tells one quite plainly that he is not a person to be trifled with. His square face, with the strongest of jaws, is marked by a small mustache, but it is a commanding aquiline nose and cold, searching eyes that give the best indication of his character.

Mr. Redmond is an imposing figure when he makes a speech, for he carries the grand air of the statesmen of the past generation. He has few gestures. Standing in his place without a movement of the body, he hurls fierce condemnation at his confest opponents, plain warnings verging on threats at the Liberals, and scornful contempt on back bench members on either side who have made speeches in opposition to him. His face expresses more than the most violent of gestures. It is the picture of hard wrath. His eyes seem actually to roll with anger. His favorite word "Forsooth!" is thrown at Ministers and ex-Ministers in a way which might well frighten a man unused to the treatment.

Mr. Redmond is one of the most serious

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men in the House. I have not heard him make a joke in the course of his speeches during the past three years. Always in his place, he gives one the impression of maintaining a somewhat aloof relationship to the men he leads—a fact which may have something to do with his authority over them. He sits in his corner-seat, arms folded across his breast, gloomily alert. Rarely is he moved to smile. Witty gibes by his compatriots will sometimes lighten his face, but pleasantries from the Government or Opposition benches do not shake his indifference. He gives one the impression of being a very stern person who regards these English jokes as waste of time. Unlike many of his followers, he speaks but seldom. At question time, for instance, he hardly ever catechizes Ministers, altho his supporters rain questions on them by the score. When, however, he does put a question, he puts it very effectively and he brushes aside an evasive answer like chaff. With an almost ruthless persistence he repeats his question or puts supplementary ones till he gets an adequate reply. In debate he does not interrupt with exclamations. He passes by the provocative words of the tyrant Saxon in scornful silence—tho his face reveals what he thinks. . . . . . .

He has been described as an orator. That perhaps is hardly correct. He has a clear, forceful, but rather hard voice, his words are well chosen, and he always makes his meaning luminously clear. But there is no quality of appeal in his words, and it is difficult to imagine him stirring the emotions of an audience. His personality tells because it is evident he knows what he wants and means to get it. But he has no power of persuasion over a gathering. . . .

The House of Commons likes Mr. Redmond. He comes of good stock, and even in his fiercest moods one does not forget that he is an Irish gentleman. He hits hard in debate, but he is always courteous, always tactful, and dignified. Organization and opportunity have been the two things in his mind for a generation past. Now his hand is on his sword, and he is looking to the decisive conflict before him.

THE WAR OF THE MOUNTAIN CLIMBERS

The heated controversy between Miss Peck and Mrs. Fanny Bullock-Workman, rival claimants for the world's mountain-climbing record, is not in the least mitigated by the fact that both are women, remarks the Philadelphia *Public Ledger*. The trouble, says this paper, all arises from Miss Peck's attempt, in 1908, "to solve the mystery and to conquer the uttermost fastnesses of Huascaran, in Peru," her own published statement thereon being as follows:

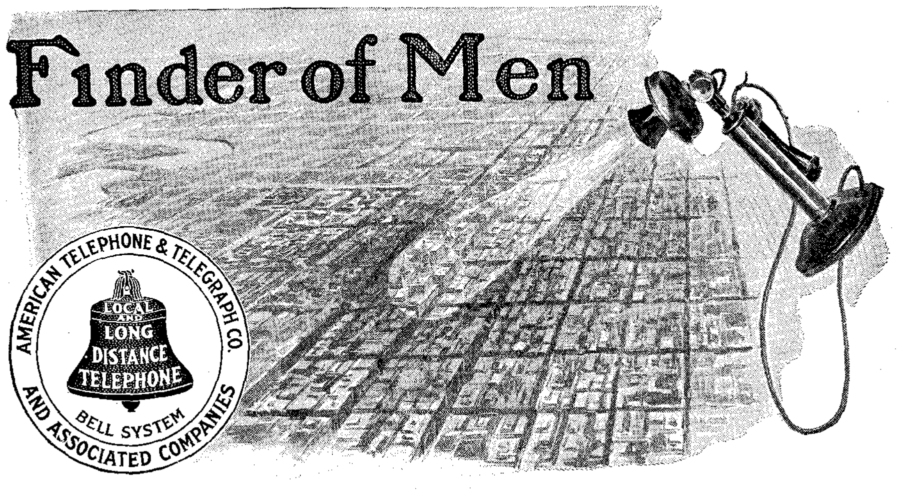
> It may be regarded as certain that Huascaran is above 23,000 feet, hence

FLEISCHMANN'S COMPRESSED YEAST HAS NO EQUAL

higher than Aconcagua, 22,800 feet, and the loftiest mountain known on this hemisphere. If, as seems probable, the height is 24,000 feet, I have the honor of breaking the world's record for men as well as women.

In a recent letter to the New York *Tribune*, Mrs. Workman presents her side of the case, giving observations and figures, which, if accurate, will, according to the editorial in *The Public Ledger*, not only "establish Mrs. Bullock-Workman in her title as the first mountain-climber of the world, but sustain the claims of Aconcagua (nearly 22,900 feet) to be the highest peak of South America." Mrs. Workman presents her case thus:

> Knowing from her own statement that Miss Peck made no instrumental observations above 19,600 feet on Huascaran, and believing, furthermore, Aconcagua to be the highest mountain of the Andes, I decided to test the truth of these assertions by sending expert European engineers to make a detailed, up-to-date triangulation of the two summits of Mount Huascaran. The only previous known measurement of this mountain was made many years ago, and is said to have given a height of 22,180 feet for the south, or higher, summit.
>
> Professor Fr. Schrader, who a few years ago made the most authentic measurement yet made of Aconcagua, and M. Henri Vallat, both well-known French scientists and heads of the Société Générale d'Études et de Travaux Topographique, of Paris, undertook to assist me in getting up the expedition, and gave the matter their close personal attention. M. de Larminat, expert engineer, who has carried out successfully important survey work for the above society, was selected as chief of the mission. In July, 1909, accompanied by two other competent French topographers, he started for Peru.
>
> Favored by good weather conditions and assisted as to transport by the Peruvian Government, they executed a careful and detailed survey from the sea to Yungay, and by actual measurement established the heights of four stations in the Black Cordillera, from each of which they triangulated the two peaks of Huascaran, so that Huascaran now stands as one of the most accurately measured high Andean mountains.
>
> The results are: Height of north peak, climbed by Miss Peck, 21,812 feet; of south peak, still unclimbed, 22,187 feet. These figures may vary by a few feet, but not many, when the calculations are finally gone over by M. Vallat for verification. Mount Aconcagua, nearly 22,900 feet, still remains, as I predicted, and as Sir Martin Conway and other Andean explorers have always maintained, the highest peak of South America.
>
> Miss Peck's highest ascent, up to date, therefore, stands, north summit Huascaran; 21,812 feet, instead of 24,000 feet, as she has estimated it, and she has not the "honor of breaking the world's record" either for men or women, for my two highest ascents, respectively 22,568 and 23,300 feet, debar her from that honor in the case of women, while a number of men have made ascents exceeding her highest.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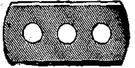

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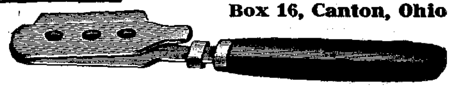

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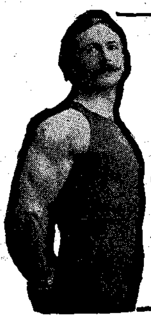

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TARPON'S GRIZZLY

CAPT. S. D. KENDALL, or "Tarpon" as he is called in an article in *Forest and Stream* (New York) had the privilege of carrying the poet Whittier and his friends to Plum Island, Mass., where the "Tent on the Beach" was pitched. He was also acquainted with William H. Prescott, when the historian lived at Pepperell, Mass. Moreover, "Tarpon" has been in in Siberia and at the Equator. "He has visited the Tower of London and the British Museum and has wandered among the ruins of bygone civilization in the Pacific." He has also killed his grizzly. On this occasion he was not far from the line between Oregon and California with two young prospectors, each of whom was "gotten up without much regard to expense," carrying shiny new rifles and poking fun at the captain's gun. This, as its owner admitted, "was certainly an outlandish affair—looked as if it might have come over with Henry Hudson, and carried a ball somewhat smaller than the average doughnut." But "handsome is, as handsome does," and "Tarpon" knew what he was about when he brought it along. One morning, he was "redding up" the camp after the others had gone out with their dazzling weapons. While thus engaged he was startled by "a rifle-shot and a wild shout, followed immediately by more shouting and shooting." The Captain goes on with the story:

> Dropping all else, I caught up my rifle and gazed anxiously toward the summit of the hill across the creek from where the racket proceeded. I had not long to wait, for I soon saw through a break in the chaparral that my two camp-mates were coming down the hill on a dead run, just "hitting the high places" as it were; and that warn't the worst of it, for there was a big grizzly behind them.
>
> I sized up the situation at once and I realized that it was a mighty good thing for them that the bear had to chase them down hill, for had it been the other way he would have caught up with them at once. Instead of giving him a wide berth, they had foolishly fired at him on sight, and this was the result.
>
> They had emptied their firearms, but very unnecessarily, as I thought at the time, they headed right for camp, now and then letting out an extra screech, as they distinctly heard the savage "woof" of the beast behind them. Right through the camp they sped after clearing the stream in about two jumps and shouting to me, "Run, run! Bear, bear!" they were promptly out of sight in the brush.
>
> Close on their heels came the fierce old bear, his great teeth showing plainly as he crashed down to the creek, when, just as he was about to plunge in, he saw me standing, rifle in hand, upon the other side.
>
> In order the more definitely to ascertain the nature of this new antagonist, he stopt, and rising upon his haunches, proceeded to take a good look at me. Just about that time I drew a fine bead between his eyes and prest the trigger. If Providence permits—which, however, is not invariably

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the case—the first thing that an old hunter will do after shooting is to reload his gun, and I did not waste much time until I had seated the ball firmly and seen the cap in proper position on my rifle. Then I took a good look at the bear. He was lying without motion where he had fallen near the margin of the stream, so I sat down and contemplated his carcass for a short time, when I happened to remember that the other two fellows were out somewhere in the brush, and I uplifted my voice and hailed them, telling them that the bear was dead, and that they would better come back. This they did after a while, and being rather warm and pretty well winded, they sat down on a rock and looked at the bear.

When they had gotten their wind they began to talk. They did not seem to regret the death of the bear, but regarded that as a mere matter of course, considering the number of bullets they had planted in his body before they lost sight of him. It was only a question of a little time, anyhow. Then somebody proposed that we cross the creek and take a look at the critter, and accordingly we went. There was no question as to what had become of my ball. A man might have run his thumb into the hole between the eyes of the bear, and the ponderous missile, fired at close range, had almost lifted off the top of the skull. It thus became fairly evident that the death of this particular creature had been somewhat sudden, not to say unexpected.

Not much was said just then and we proceeded to look for more wounds. Carefully and methodically we examined every inch of exposed surface, but without result. Then, with considerable difficulty, we turned the animal over and went through a similar process of examination. No remarks were made, and at last we set about skinning the creature. This was done, until from nose to tail the carcass was divested of its covering and—well, there was just one bullet-hole in the bear.

THE QUIESCENT KAISER

A RECENT incident in the German Reichstag leads the New York *Sun* to remark upon "the remarkable subsidence of the Kaiser's activity in public affairs of late." This paper notes approvingly his peace policy now "as marked as that of his uncle, King Edward," and his appointment of a safe man as Von Buelow's successor, and continues:

> The Kaiser completed his fifty-first year a few days ago, so that the new phase in his character may be attributed to the calming effect of middle age; even a young grandfather may think it best to settle down. There have been rumors current, too, about the condition of his health, altho he appears frequently in public, and those who have seen him have noticed no marked change in him. His abstinence from spectacular exhibitions of himself and from startling expressions of opinion coincides in time with the fall and trial of his friend, Prince Zu Eulenburg. It may be that the disgrace of that favorite, and of other members of the Court who became involved in similar difficulties at about the same time, broke up the set that had influenced Wilhelm II.'s earlier years; it may be

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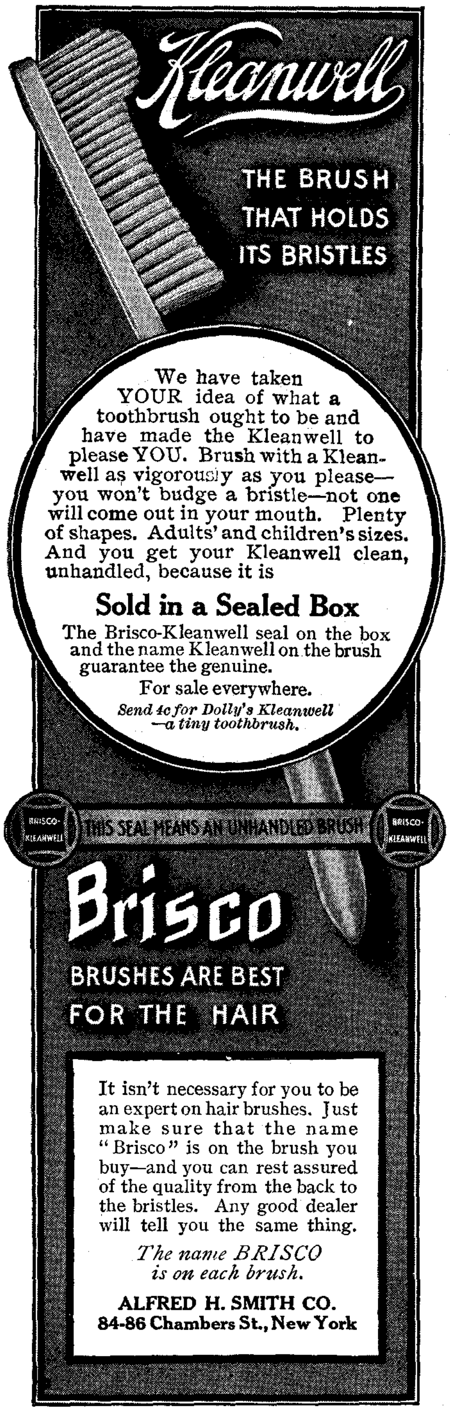

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that he has been deeply affected by the discovery of the character of the men to whom he was strongly attached and has become inclined to accept the commonplace and respectable conventions. The contemplation of transatlantic emulation too may have deterred him from the quest for the sensational and the arbitrary. At all events the Kaiser has remained quiescent for nearly two years; he has attended strictly to his duties and has avoided notoriety. . . . . .

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BALLOONING AS A SPORT

ALTHO professional aviators are startling the world with record-breaking aeroplane flights, Mr. Augustus Post, writing in *Country Life in America* (New York), is very certain that the only aerial vehicle for the amateur sportsman is the "free sailing balloon." He follows up this assertion by narrating some incidents of a recent ascension made from St. Louis, in the course of which the American record for duration was broken, and a height of 24,200 feet (unofficial) was attained by Mr. Clifford B. Harmon, pilot of the balloon *New York*, and the writer as aide. Their provisions consisted of a dozen cans of self-heating soup, three whole chickens, sandwiches, sardines, bread and butter, chocolate, condensed meat-tablets, and concentrated pea-soup. They carried extra clothing to provide against possible extreme cold, and were equipped with all necessary instruments. Bending all their efforts toward remaining in the air as long as possible, they kept very low during the night. At six o'clock in the morning they found themselves about a hundred miles from St. Louis. They now rose higher, and as they passed over the farmhouses, the balloon was frequently shot at. At 7:15 they breakfasted on pea soup, hot rolls, and tea, while the ground below "looked like a jig-saw puzzle." To quote:

> The thermometer rose to 90 degrees, and we took off our coats and prepared to be sunburned. The wrinkles came out of the balloon, the material expanded and the net stretched, making little quivers and curious noises, which were felt and heard in the basket.
>
> Our balloon had now reached its highest point and the gas was escaping out of the neck with the appearance of smoke. We remained stationary for a little while, and soon the balloon started down slowly, and we thought that we would see how the lower wind-currents were blowing and also inquire where we were, altho we had followed the course on the map. We came down near some farmers who were plowing and who told us that we were at Edgar

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At 3:15 the next morning they crossed the Missouri River "and could see the trains passing on the railroad, looking like specters as they wound along far below with their brilliant headlights and those in the windows of the cars." A little later—

The first signs of dawn showed us that our guide-rope was curved out below us in the direction in which we were going. There was no doubt that the current of air three hundred feet below was very much stronger than the current that we were in. It seemed as if we were being pulled along by our guide-rope. We had been already thirty-seven hours in the air, and now we began to be anxious for a record. We rose rapidly ten thousand feet, thirteen thousand feet. The balloon swelled out large and plump, and soon we could see smoke coming out, and we knew that we were beginning to lose our gas. The recording barometer was making a rapid upward sweep and beginning to turn slightly, showing that we would soon come to an equilibrium. We had eight bags of ballast, and we were sixteen thousand feet high. The thermometer showed 58 degrees in the sun and 40 degrees in the shade. It was getting a little bit cooler. We had now been forty hours in the air and the balloon was in perfect equilibrium at a height of twenty-two thousand feet.

The air was pure and dry. The barometer was rising and the pen was high over the brass recording-cylinder. We were fully twenty-three thousand feet high. The statoscope showed that we were rising and falling very slowly. This might have been due to waves in the air, but we were still in equilibrium and had not used any ballast and had plenty to throw out whenever we wanted. We watched the barometer rise until it came according to our best estimate, to its very highest point, at twenty-four thousand two hundred feet. Our respiration was a little faster. It was Mr. Harmon's turn to sleep and he took a short nap. I thought best to rouse him. He woke with a slight headache. My hands felt a little bit numb. I opened one of the water-bottles and found the air that had been confined at a lower altitude popped out as if I had been opening a bottle of charged water. Soon after eleven o'clock a few drops of moisture came out of the gas and the balloon started down of its own accord very slowly. I threw out a little ballast and got it at its equilibrium again. We kept descending very slowly and decided that we would gradually come down, so that, in the afternoon, when the contraction took place, we would be closer to the ground. The pen of the recording-barometer was still off the cylinder and it was some time before we descended low enough for it to begin making its record again. The change of pressure was felt in our ears when we got down to about seventeen thousand feet. We went through a layer of clouds about that altitude and the earth appeared very hazy. The change to this lower altitude was quite a relief from the feeling that we had at the higher altitude. Above, Mr. Harmon had a slight attack of mountain-sickness, but it all disappeared when we came lower. Along toward three o'clock in the afternoon we

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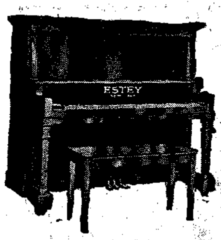

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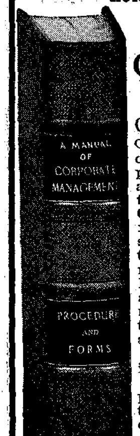

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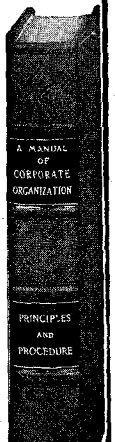

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saw that, altho we had five bags of ballast, it would take some of that to complete our descent, and we would hardly have enough to carry us through the night, altho I think, under similar conditions, with extreme care, enough ballast might be saved to carry the balloon through the third night. We took off the cork life-preservers hung around the basket, and cut them up for ballast to be thrown when we came near the ground. The instruments were taken down and packed away carefully so they would not be broken, and in a short time our trail-rope was on the ground.

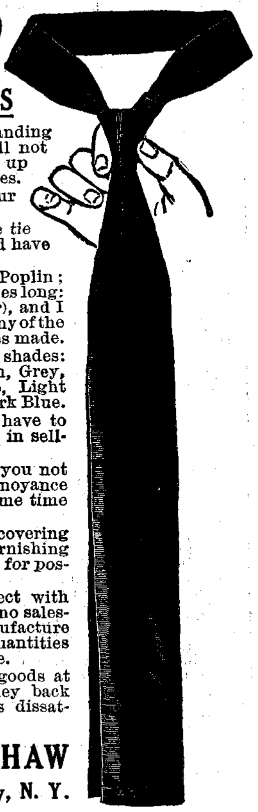
We now started on one of the most interesting portions of our voyage, for as we trailed over the fields, the guide-rope dragging along through the corn-shocks and over the fences, we could converse with the farmers and the people as we went by. We asked the name of the nearest railroad station in the direction in which we were going, and they told us that it was Edina, about eight or ten miles away. We cast over all our extra provisions and everything we could dispense with, to keep the balloon going, saving some little ballast for the end of the journey. At last we saw the town of Edina with its church steeples and picking out a level, smooth field near the railroad station, decided to make our descent there. We opened the valve, allowing the balloon to settle. When it came close to the ground the rip-cord was pulled; the balloon rapidly settled, the basket was detached, and the balloon deflated.

As it was getting dark, we hastened to pack up the balloon and prepare it for shipping back on the railroad. We asked some of the men, who gathered around and helped us, to make an affidavit of the time of landing, which was 5:41 P.M.; having left St. Louis at 5:15 on the second day previous, it made our total time in the air forty hours and twenty-six minutes.

THE WOMAN OF THE FUTURE

A WRITER in the London *Truth* believes that there are several venerable notions regarding women which must now be discarded. These are: "that women turn giddy if they stand on a chair, that the only time they can run quickly is when they see a mouse, that they faint at the sight of blood, and make the libeling of their dearest friends a regular five-o'clock amusement, that they have no sense of honor, and can not bear another woman to be admired." We read further:

> Henry Arthur Jones has been bewailing the fact that the *Agnes* and *Dora* types of woman are disappearing. It is interesting to find that men still exist who like those types—men who would not have gone with a laugh to the gallows for the joy of throttling *Agnes* or at least appeared at Bow Street on a charge of throwing the lamp at *Dora*. Saints are usually adored in proportion to the time that has elapsed since their death. It takes us some centuries to recover from the exertion of burning or beheading them. If *Agnes* could only die we might feel more kindly to her well-meaning, priggish soul. As it is Mr. Jones



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FOUR-IN-HAND TIES

with the distinct understanding that the ties I furnish will not show pin holes or wrinkle up like ordinary silk or satin ties.

If they do back goes your money.

I have been studying the tie question for a long time and have solved the problem.

My ties are made of Silk Poplin; are 2 inches wide and 46 inches long: are reversible (double wear), and I guarantee them to outwear any of the high-priced silk or satin ties made.

Made in the following shades: Red, Old Rose, White, Green, Grey, Black, Brown, Heliotrope, Light Blue, Medium Blue and Dark Blue.

A regular dealer would have to charge 75c to $1.00 for them in selling by his usual methods.

When you buy from me you not only save money but the annoyance of shopping, and at the same time get a high-grade article.

My interesting booklet covering my entire line of men's furnishing goods will be sent you free for postal request.

My business is done direct with the consumer. I employ no salesmen nor agents. I manufacture myself or buy in large quantities at the manufacturer's price.

My motto is high-grade goods at first cost prices, and money back every time if customer is dissatisfied.

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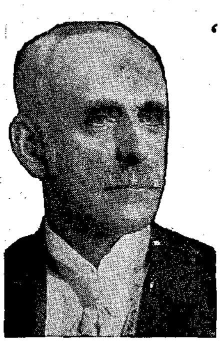

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weeps alone over her thinning descendants. And as to *Dora*, did not Dickens himself know that she must die early? His *Flora* is unforgivable, just as *Dora* grown to *Flora* would have been unbearable.

These two types are becoming increasingly rare. In their places we have women who think and feel. Instead of the women of Dickens we are coming to have the women of Meredith. Dickens was an artist; he painted what he saw. Meredith was a seer; he described what was to be. His large-souled women, with their capability, their charm, are coming to pass under our eyes. *Carinthia Jane*, in her time a surprize, or even, as *Mr. Swiveller* would have said, a stranger to every one, now gives way to ladies who call the Alps "hills" and are only content when they are perched on a Himalayan peak where no one has ever been before. *Carinthia Jane's* stride is almost a toddle now.

Is any one really very sorry that *Amelia Sedley* has closed her tearful eyes and *Diana* has opened her clear ones? The women who used to be escorted from station to station when crossing London on their travels now use unknown Central Africa as a playground. They are on terms of perfect sportsmanship—("I'll kill you if you don't kill me first, old boy!")—with hippopotami and tigers and wild boars, and all other beasts who are worth hunting, because they can be admirable hunters. There are at least two English women who have traveled absolutely alone over China, and the reputation of that country has something particularly daunting about it. The Celestial is a mysterious and an uncanny gentleman. His ways are sleek. He is gentle, silent, and smooth as paraffin; but he is also careless with the matches. There are English women holding strange and lonely posts in many barbaric places. The "English miss," with her paraphernalia of teaching, her blue glasses and short skirts and every prune and prism still intact, is to be found in many an odd corner, quietly teaching French and music (and a little German) as tho she were within a hundred yards of her examination-room.

Mr. Jones also counted the Jane Austen women among the vanishing types. Evidently Mr. Jones never leaves London or he would know that there is not a country town in the land but bristles with Jane Austen women. With a good many exceptions one would not be sorry to see them go. They are kindly, but small—deadly small.

The woman of the future is not of this type. She is far too busy to be womanish, but she will never grow out of being feminine. She is shedding her smallness. Like the genii in the Arabian Nights, now the cork has been removed, she is darkening the whole sky like a pillar of smoke; but presently the smoke will settle into a "figure of gigantic size." She will be the Meredith woman softened by reality, as Galatea softened into life. She will not glide about with uplifted finger like *Agnes*, nor drive tired men to distraction with her prattle like *Dora*, nor weep eternally when *George* is unkind like *Amelia*. No, when she feels hysterical she will go and sit on a Himalaya till she is cooler, and when her husband annoys her out of her usual placidity, sticking a few pigs in Texas or India will soon put her straight. And with it all,

"Show Me"

A prospective customer writes: "Your advertisements read well and seem to ring true—but 'show me' how you can sell cigars by the hundred to the consumer at wholesale prices."

All right, I will try to do so.

In the first place I manufacture every cigar that I sell and I manufacture in a large way, which enables me to buy tobacco in quantities and at the most favorable prices. Consequently, I produce my cigars as cheaply as other large manufacturers.

Next, in every commodity that men buy, no matter what, let it be a locomotive or a paper of pins, the cost of merchandising the article plus the cost of manufacture is paid by the consumer.

Think that over.

In the cigar business the merchandising cost is necessarily large—salesmen or commission houses selling to jobbers or wholesalers. Their salesmen in turn selling to retailers. And the retailers must have a very large profit. Their store rents are high; clerks' salaries, light, heat and even the matches and premiums they give away—all cost and cost a good deal. And, of course, these have to be added to the price of the cigars—someone pays for them. And no one is selling cigars or anything else for the benefit of the community.

My way is to make my cigars sell themselves. An examination of my books will bear out the following: Ninety per cent. of my cigars are sold on repeat orders, these orders **cost me nothing;** they cost my customer the price of a postage stamp. My advertising does not cost more than a salesman's commissions. A most prolific source of new business is a new customer recommended by an old one.

Now, of course, I can sell at wholesale prices while men in constantly increasing numbers keep sending me orders, and that is just what they are doing.

I can sell cigars at wholesale prices because I have practically eliminated selling expense. And to induce my customers to order I give them the benefit of the saving. I couldn't succeed unless I did sell at wholesale prices.

And without fear of successful contradiction I make this statement—that from no other source are smokers securing cigars at so near the cost of manufacture.

The tobacco. Filler long, clean, clear Havana tobacco, grown in Cuba and nothing else—no shorts or cuttings, no doctoring, drugging or flavoring. Wrappers, the finest of Sumatra, genuine Sumatra grown in Sumatra.

The cigars are strictly hand-made by skilled workmen, in a clean, sanitary factory. And every process of manufacturing is done here.

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EXACT SIZE AND SHAPE

My offer:

I will, upon request, send fifty Shivers' Panatelas on approval to a reader of Literary Digest, express prepaid. He may smoke ten cigars and return the remaining forty at my expense, and no charge for the ten smoked, if he is not pleased with them; if he is pleased and keeps them, he agrees to remit the price, $2.50, within ten days.

In ordering, please enclose business card or send personal references, and state which you prefer—light, medium or dark cigar.

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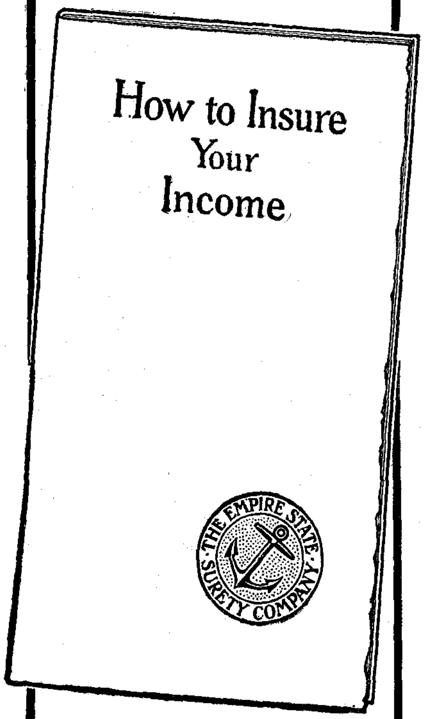
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THE SPICE OF LIFE

Useful Charity.—"She is very liberal in her charities," said one woman.

"Yes," answered the other; "liberal, but not always practical. For instance, she wanted to send alarm-clocks to Africa to aid sufferers from the sleeping-sickness."—*Washington Star.*

One Remedy.—"My wife is getting awfully strenuous," remarked Whiffles. "Yesterday she broke a plate over my head. What would you advise me to do?"

"Well," replied Sniffles, "you might buy cast-iron plates."—*Judy.*

No Knockouts.—"There has been another battle." "So I see." "Are these South-American revolutions very dreadful?" "Not so very. Most of the victories are awarded on points."—*Louisville Courier-Journal.*

Those Most Unkindest Cuts.—"Instead of boycotting beef why don't you accustom yourself to eating the cheaper cuts?"

"There are no cheaper cuts. There are only the expensive, the more expensive, and the unattainable."—*Chicago Tribune.*

Masculine Tact.—"He's always getting himself in wrong."

"What's he done now?"

"Told that young mother, when she showed him her baby, that his sister had had three just like it."—*Detroit Free Press.*

Other Fish in the Sea.—A teacher in one of our elementary schools had noticed a striking platonic friendship that existed between Tommy and little Mary, two of her pupils.

Tommy was a bright enough youngster, but he wasn't disposed to prosecute his studies with much energy, and his teacher saw that unless he stirred himself before the end of the year he wouldn't be promoted.

"You must study harder," she told him, "or else you won't pass. How would you like to stay back in this class another year and have little Mary go ahead of you?"

"Aw," said Tommy, "I guess there'll be other little Marys."—*Tit-Bits.*

Lucky Eagle.—"The American eagle," said the orator, "knows no fear."

"Yes," replied Mr. Sirius Barker, "the American eagle is mighty lucky. Any bird that isn't good enough to eat has a right to congratulate itself these days."—*Washington Star.*

The Procession.—COOK—"I'll be lavin' yez, mum."

MISTRESS—"Very well, Bridget. Keep to the right. Incoming cooks keep to the left."—*Harper's Bazar.*

She Meant Virago.—"I never dare to look down when I'm standing on a high place," said Mrs. Lapsling. "It always gives me an attack of verdigris."—*Chicago Tribune.*

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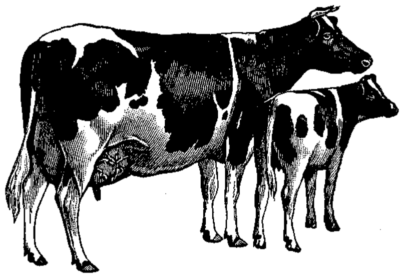
Holstein Cow's Milk is the logical milk for the bottle-fed baby in every way. It not only contains the tremendous Holstein vitality so beneficial to the consumer, but is very similar to human milk in fat, proteids, and sugar, and hence is most easily digested. It comes clean from healthy cows too. Consult your physician as to its modification, but be sure and use Holstein Cow's Milk.

It's free use, too, will make the adult hale and hearty as well as the infant. It should play an important part at the family table.

If your milkman cannot supply you, send us his name and address as well as your own, and we will help you to procure this milk in your own town. Send for our booklet, the Story of Holstein Milk. It is interesting and informative.



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Alarming!—ALARMED MOTORIST (after collision)—"Are you hurt?"

BUTCHER'S BOY—"Where's my kidneys?"—*Punch.*

Reformation.—"You used to be an awful spendthrift." "Yep. But I aint any longer." "Ah! Reformed?" "No—I spent it all."—*Cleveland Leader.*

The Happy Medium.—"Father," said little Rollo, "what is a happy medium?" "I suppose, my son, that it is one who can earn several hundred dollars a day by making tables and chairs move around the room."—*Washington Star.*

The Pity of It.—The blighting of love's young dream. Pathetic advertisement in an Auckland paper:—"Wanted to sell, engagement ring (five rubies), almost new."—*New Zealand Free Lance.*

Especially in the Subway.—"There ain't but one trouble with this here city air," said Uncle Rufe, sniffing the atmosphere speculatively; "it do need ventilatin'."—*Holland's Magazine.*

All that's Necessary—"I suppose you must find it hard to please all your constituents all the time, don't you?" asked the beautiful widow of the popular M.P.

"Oh, it's impossible to do that," replied the statesman; "and, besides, it would be foolish to do so if one could. All that's necessary is to think of some way to please them just before it is necessary to get elected again."—*Tit-Bits.*

Inveterate.—HE—"Are you unmarried?" SHE—"Oh, yes! lots of times."—*Town Topics.*

From the Depths.—KNICKER—"They say that when you are sinking you remember everything."

BOCKER—"Nonsense; it's when you can't keep your head above water that you forget your creditors."—*Brooklyn Life.*

No Precedent.—"Why should my client be convicted of murder?" demanded counsel for the accused. "No other man has ever been convicted in this jurisdiction on such a charge."

The prosecuting attorney admitted that it hadn't occurred to him in that light, and the prisoner was accordingly discharged.—*Central Law Journal.*

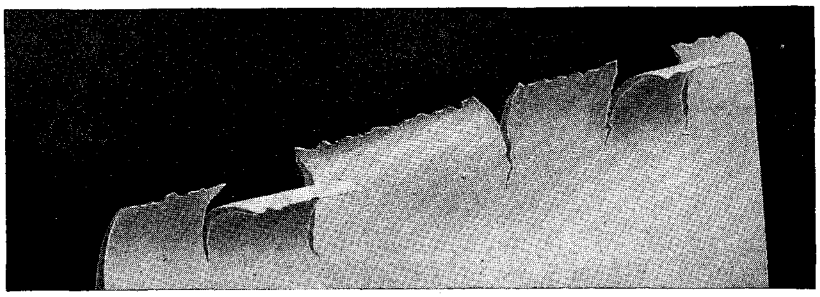
Enough.—MRS. GRAMERCY—"What is your opinion about the right of women to vote?"

MRS. PARK—"It's enough for me to know, my dear, that it is fashionable."—*Judge.*

Pretty Personal.—In one of the large cities a street-car collided with a milk-cart and sent can after can of milk splashing into the street. Soon a large crowd gathered. A very short man coming up had to stand on tiptoe to see past a stout woman in front of him.

"Goodness!" he exclaimed. "What an awful waste!"

The stout woman turned round and glared at the little man and said, sternly: "Mind your own business!"—*Harper's Magazine.*



Razor Edge After Shaving

AFTER you have shaved one time with a razor this is what the edge looks like under the microscope. By expert stropping you can bend these bent teeth back into line and thereby restore the edge to sharpness again. But without stropping, these bent teeth pull, tear and scrape when you try to shave.

Do you not now see the impossibility of a no-stropping razor, and the necessity of expert stropping?

And do you know that the only razor which anybody can strop as expertly as the head barber is the AutoStrop Safety Razor.

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Don't be over-modest about asking the dealer to sell you an AutoStrop Safety Razor on 30 days' free trial. You're not asking him a favor. You're doing him a favor. You're giving him a chance to sell you a razor. You can take it back if you want to—but you won't want to. However, should you want to, don't hesitate to, as the dealer loses absolutely nothing. We take back any returned razors.

One blade often lasts six months to a year. $5.00 invested in an AutoStrop Safety Razor is your total shaving expense for years. You get a heavily silver-plated, self-stropping razor, 12 fine blades, and horsehide strop in small, handsome leather case. Price $5.00.

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is a book that will amuse you. If your lips are cracked, don't send for it. You will be surprised to find in it such a mine of unknown information on a subject we are all supposed to know about—the subject of shaving and razors.

It will actually teach you to give yourself a shave that's as good as the head barber's—a shave you can hardly feel.

This book ought not to be free, but it is. Shuffle off the "tug of inertia." Quick! Get your pen and post card and tell us to send it.

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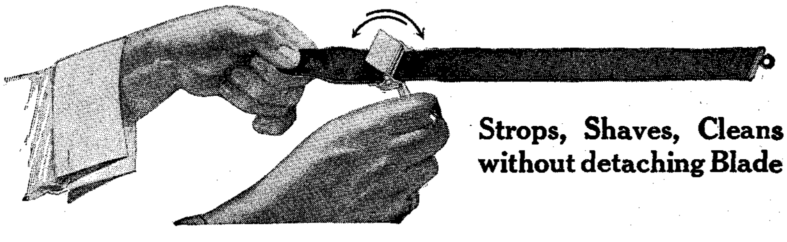

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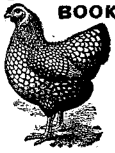

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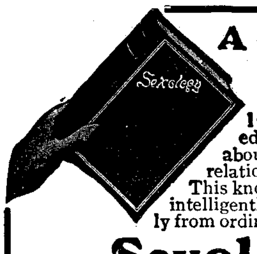

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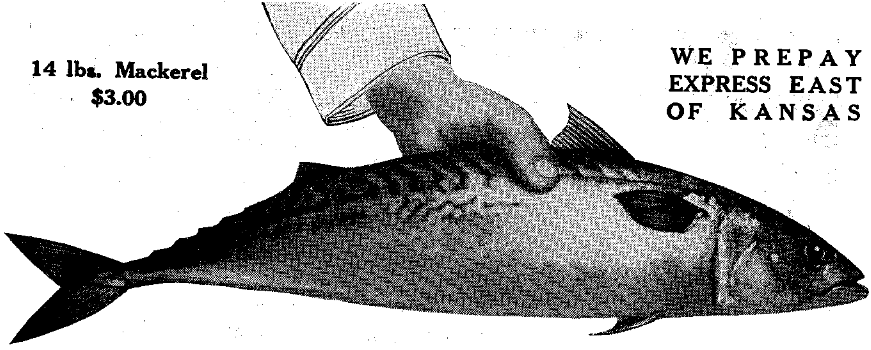

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10 large, fat, juicy, tender, white-meated, salt mackerel for $3.00, express prepaid to your door. They come fourteen pounds or more in a tub (see picture below), *with heads, tails, and all waste removed*, fully prepared for cooking. Each fish weighs nearly one and one-half pounds, and is sufficient for four people.

Nowhere in the world can you buy more choice fish, for we select only the finest specimens from the catches of the entire Gloucester fleet. You have the privilege of returning at our expense if not entirely satisfactory in every way, and your $3.00 will be cheerfully refunded.

We prefer cash with the order, but with proper references we are pleased to send on approval, so that you may thoroughly examine your goods before paying for them. As to our standing, we refer you to any national bank, or to Dun or Bradstreet.

Remember, we do not sell through dealers, so order direct, sending your money or references, and we will ship immediately, express prepaid, to your door. *Order now or send for descriptive price list* of many other kinds of choice fish.

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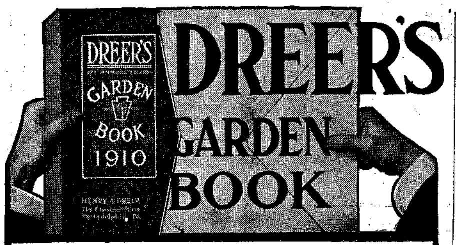

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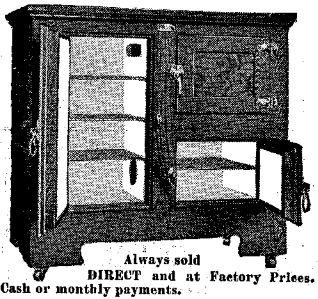

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Expurgated.—EMBARRASSED PREACHER (reading the first chapter of Jonah, and making the best of the seventeenth verse)—"And the Lord prepared a great fish to swallow up Jonah; and Jonah was in the—er—a—and Jonah was in the—er—— And the Lord prepared a great fish to swallow up Jonah; and Jonah was in the society of the fish three days and three nights."—*Life.*

The Scapegoat.—TEACHER—"I shall not keep you after school, Johnnie. You may go home now."

JOHNNIE—"I don't want ter go home. There's a baby just come to our house."

TEACHER—"You ought to be glad, Johnnie. A dear little baby——"

JOHNNIE (vehemently)—"I ain't glad: Pa'll blame me—he blames me for everything."—*Lippincott's Magazine.*

The Ultimate Consumer.—"Civilization," remarked the cannibal king, "promotes some strange ideas." "To whom do you especially refer?" inquired the missionary. "Among you the ultimate consumer is regarded with sympathy. Here he is considered very lucky."—*Washington Star.*

A Happy Thought.—"Let's go to the theater."

"I've nothing to wear."

"Then we'll go to the opera."—*Lippincott's Magazine.*

We Understand.—DOCTOR—"Do you have a stuffed feeling after eating?"

PATIENT—"Do I? I feel like a Philadelphia ballot-box."—*St. Louis Post-Dispatch.*

The Highest Dignity.—There joined the police force of London a young Scotchman but recently arrived from his native land. Being detailed one day to block the traffic on a certain thoroughfare where members of royalty were expected to pass, he was accosted by a lady hurrying to keep an appointment who thrust her head from the carriage window to remonstrate with him over the delay. "I canna let you pass, ma'am," answered the man of the baton. "But, sir, you do not know who I am. I am the wife of a Cabinet Minister." "It disna mak' na difference, ma'am," he answered. "I couldna let you pass if you were the wife of a Presbyterian minister."—*Presbyterian Standard.*

Almost All.—"You can't fool all the people."

"No; but you must admit that Dr. Cook averaged a very high percentage."—*Pittsburg Post.*

Back on Earth.—"I hear your son is something of an aviator, Mrs. Comeup."

"Well, to tell the truth, he was a bit that way, but he's taken the pledge."—*Baltimore American.*

A Deterrent.—"Medicine," said a little girl, "is something that makes you careful not to catch cold again."—*Universalist Leader.*

Not the Same.—"What do you call your mule, uncle?" "You mean whut's his name, boss, or whut Ah calls him?"—*Houston Post.*

Getting a Raise.—A year ago a manufacturer hired a boy. For months there was nothing noticeable about the boy except that he never took his eyes off the machine he was running. A few weeks ago the manufacturer looked up from his work to see the boy standing beside his desk.

"What do you want?" he asked.

"Want me pay raised."

"What are you getting?"

"T'ree dollars a week."

"Well, how much do you think you are worth?"

"Four dollars."

"You think so, do you?"

"Yes, sir, an' I've been t'inkin' so for t'ree weeks, but I've been so blamed busy I ain't had time to speak to you about it."

The boy got the raise.—*Success*.

The Better Half.—LAWYER—"Am I to understand that your wife left your bed and board?"

UNCLE EPHRAIM—"Not 'xactly, boss. She dun tuk mah bed an' bo'd along wif her."—*Puck*.

Heard in London.—"Is Lady Jane in?"

"Very sorry, sir, but mistress is in prison this afternoon."—*Life*.

The Powers that Talk.—WILLIE—"Pa, what are 'Conversational Powers'?"

PA—"Oh, any of the South American Republics."—*Puck*.

CURRENT EVENTS

Foreign

January 29.—The waters of the Seine at Paris are subsiding.

Eight persons are killed and thirty injured in a railroad wreck at Stoats Nest, England.

Edouard Rod, the novelist, dies at Grasse, France.

January 31.—The British elections are finished, the Liberals having 274 members in the next Parliament, to 273 Unionists.

February 2.—A new ministry is formed in Sweden, with Mr. Konow as premier.

Sixty-eight miners are killed and fifty injured in the Palau mine, Las Esperanzas, Mexico.

Domestic

WASHINGTON

January 28.—The President announces his decision not to drop the suit against the Union and Southern Pacific Railroads.

In the House, Representative Burke, of Pennsylvania, introduces a resolution providing a curb on amateur wireless operators who interfere with Government and other important business.

January 31.—The House passes a joint resolution making the principal of Panama bonds payable in gold and exempting from taxation bonds authorized by the Payne Tariff.

February 1.—A resolution for an investigation of the high cost of living is introduced in the House by Mr. Payne.

Senator Thompson of North Dakota resigns and is succeeded by W. E. Purcell.

February 2.—A Senate resolution for investigating the high cost of living is introduced by Senator Lodge.

February 3.—It is announced that the threatened tariff war between the United States and Germany has been averted by mutual concessions.

GENERAL

January 29.—Bishop Cyrus D. Foss of the Methodist Episcopal Church dies in Philadelphia.

Lloyd C. Griscom is chosen to succeed Herbert Parsons as head of the Republican organization in New York City.

January 31.—Seventy-five miners are killed in the Colorado Fuel and Iron Company's mine at Primero, Col.

February 2.—Thirty-four miners are killed and fifteen injured by an explosion in the Browder Coal Mine, Drakesboro, Ky.

The General Education Board awards $450,000 to various colleges.

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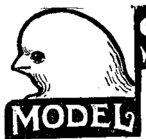

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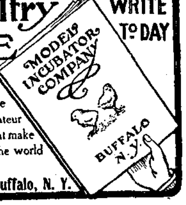

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

☞ *Inquirers desiring prompt answers will be accommodated on prepaying postage.*

"F. G.," Stratton, Neb.—"Please give the distinction between the two verbs 'fetch' and 'bring' and the correct use of each."

In the ordinary sense of the words the principal point of difference is shown by the following extracts from their definitions: "Fetch: to go after and bring."—"Bring: to cause to come." There are instances in which the words are synonymous and may be used interchangeably, but when a distinction does exist it is in the fact that "fetching" conveys the idea of *going after* and bringing the desired object or thing. The following sentences illustrate this point: "I shall *bring* the book to you to-morrow." "He went to *fetch* some water from the spring."

"R. K.," Brooklyn, N. Y.—"Can you give me the meaning of the word *aprosexia?*"

This is a pathological term derived from the Greek *aprosexia*, meaning "want of attention." It refers to a lack of power to concentrate the mind, the inability to retain instruction, or the like, and is a mental condition. The term is defined on p. 2107 col. 1, of the Standard Dictionary.

"Penna."—(1) "To express mathematical calculations, such as 'Two times four *is* (are) eight,' should the verb be singular or plural?

(2) Is there any authority for the word 'through' in the following construction: 'I am *through* with my problems'?"

(1) This is a question concerning which there has been considerable discussion, and which may be explained in seven or eight different ways. There is an exhaustive treatise on the subject contained in Goold Brown's "Grammar of English Grammars," pp. 587–590, setting forth the opinions of various grammarians. The sentence might be considered elliptical, such as, "(The sum of) two times four *is* eight." and this would also apply to the processes of division or substraction; as, "(The result of) twelve divided by two *is* six." In an abstract proposition or statement the use of the singular is undoubtedly correct; for four *is* two added to two: but when two specific things are added to two others, the verb must be in the plural. Two *men* and two *are* undoubtedly four men.

(2) The use of the word "through" in this connection, meaning "at an end," is colloquial. A preferable construction of the sentence would be, "I have finished my problems."

"R. A. T.," New York, N. Y.—"Please state if the following sentences are correct:
(1) 'If two men *is* meant it is incorrect.'
(2) 'I did it *previously* to his arrival.'
(3) 'Do not talk so *loud*.'"

(1) If your reference in this sentence is to the "two men," the verb should agree with its subject "men" in the plural number. But if reference is made merely to a statement this should appear in quotation-marks, and the sentence would then read as follows: "If 'two men' *is* meant it is incorrect." It is more satisfactory if the full context is given in instances of this kind.

(2) The Standard Dictionary, p. 2372, col. 3 states as follows in regard to "previous": "Used as an adverb for *previously* without grammatical warrant, tho occasionally by good writers. Not '*previous* to' but '*previously* to.' When the use is adjectival, the proper word is *previous* (for instance "It was previous to that date"): when adverbial *previously*. However, there is really no occasion to use this word as an adverb while we have the better word *before*."

(3) The word "loud" can be used both as an adverb and an as adjective. The adverbial derivative "loudly" is also correct hence either form could be used in the sentence which you cite.

After the Quarrel.—"Ah, and now I suppose you will go home to your mother."

"I will not. I'll get mother to come here."—*Sydney Bulletin.*

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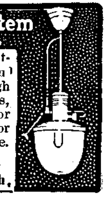

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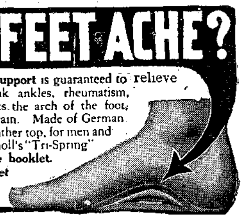
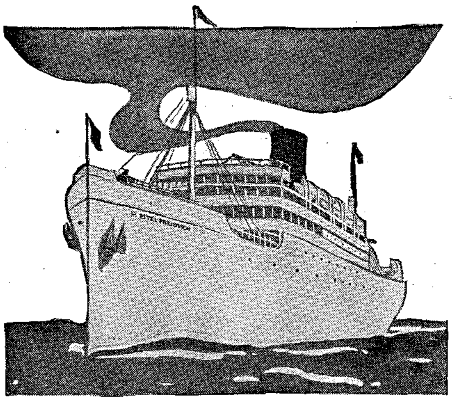
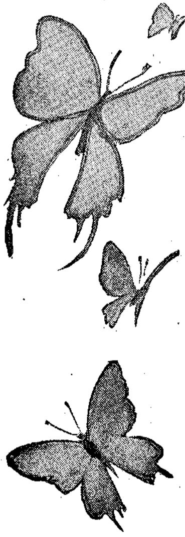




WEST INDIES



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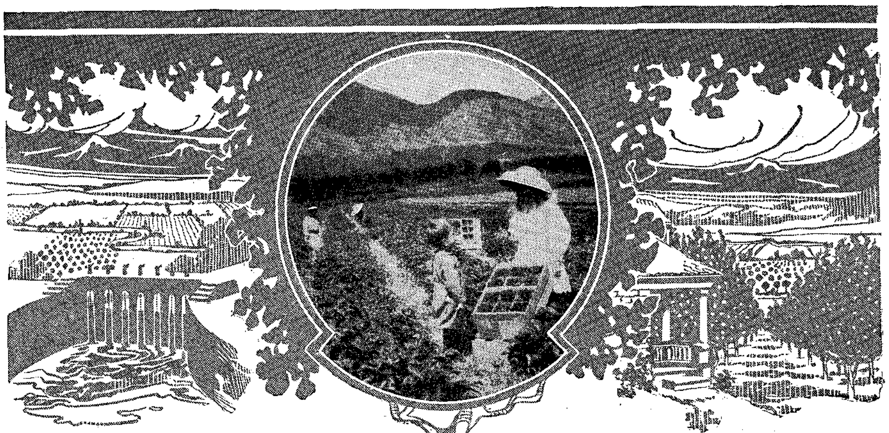

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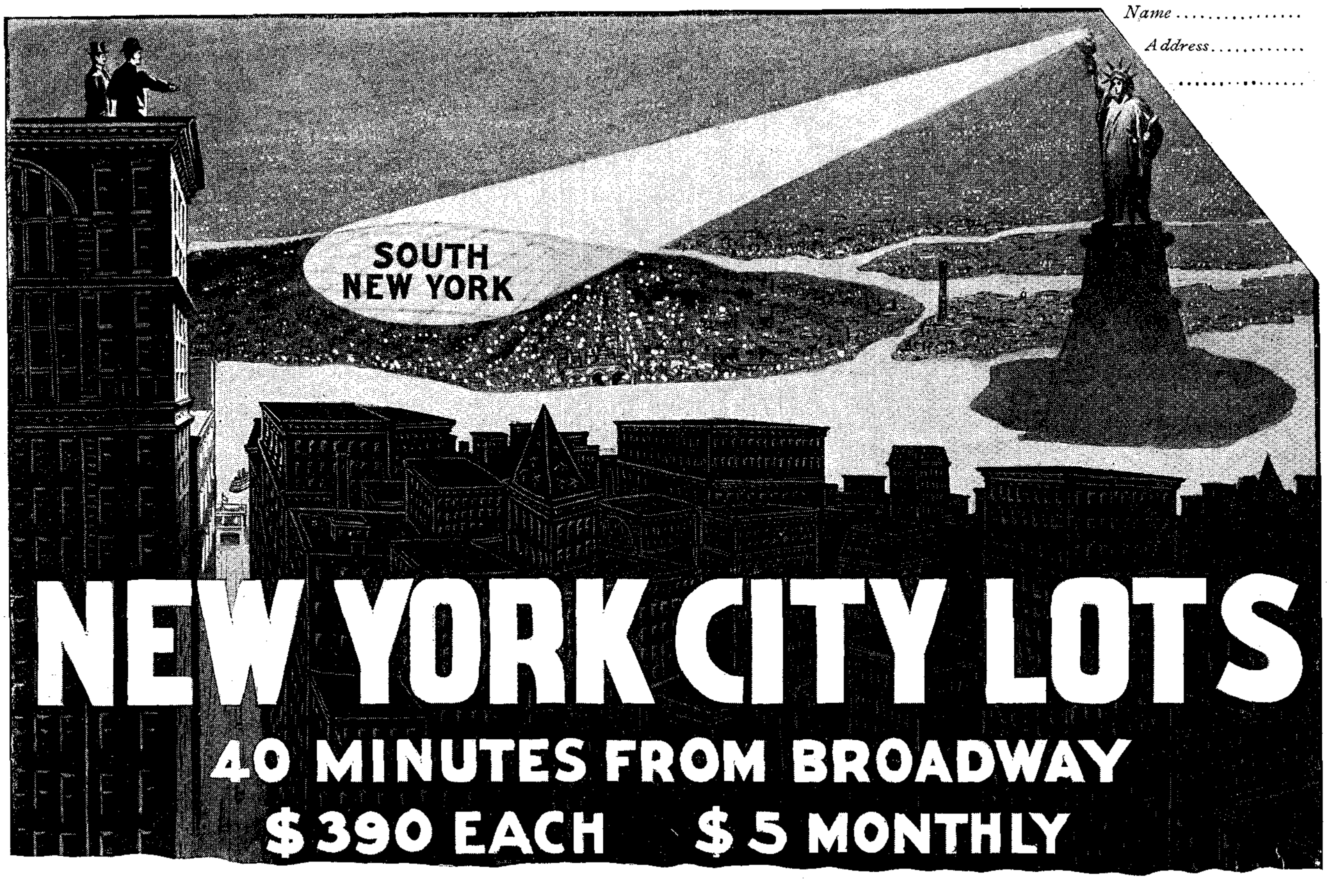

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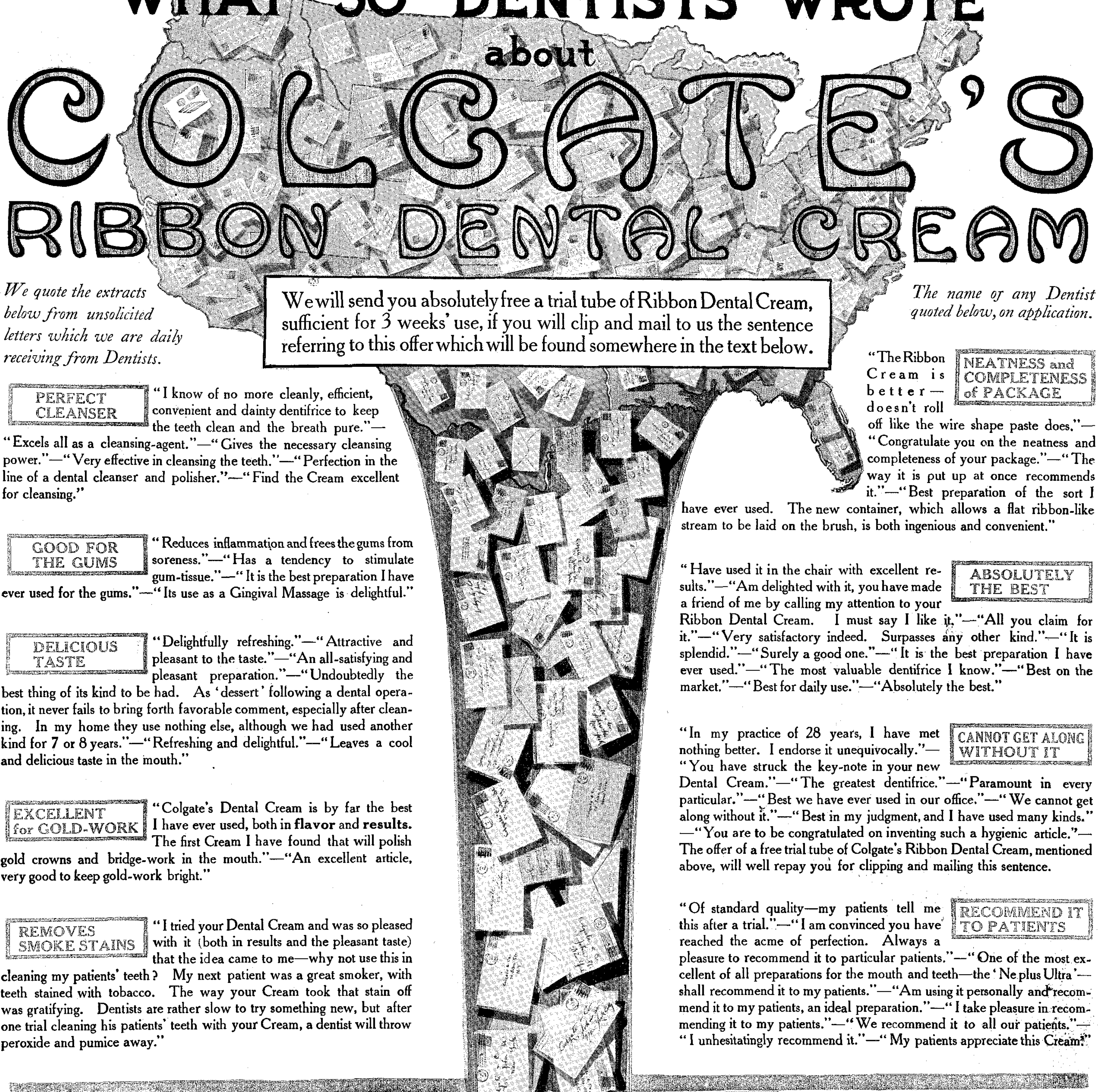
WHAT 50 DENTISTS WROTE about COLGATE'S RIBBON DENTAL CREAM



We quote the extracts below from unsolicited letters which we are daily receiving from Dentists.

We will send you absolutely free a trial tube of Ribbon Dental Cream, sufficient for 3 weeks' use, if you will clip and mail to us the sentence referring to this offer which will be found somewhere in the text below.

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"I know of no more cleanly, efficient, convenient and dainty dentifrice to keep the teeth clean and the breath pure."—"Excels all as a cleansing-agent."—"Gives the necessary cleansing power."—"Very effective in cleansing the teeth."—"Perfection in the line of a dental cleanser and polisher."—"Find the Cream excellent for cleansing."

GOOD FOR THE GUMS

"Reduces inflammation and frees the gums from soreness."—"Has a tendency to stimulate gum-tissue."—"It is the best preparation I have ever used for the gums."—"Its use as a Gingival Massage is delightful."

DELICIOUS TASTE

"Delightfully refreshing."—"Attractive and pleasant to the taste."—"An all-satisfying and pleasant preparation."—"Undoubtedly the best thing of its kind to be had. As 'dessert' following a dental operation, it never fails to bring forth favorable comment, especially after cleaning. In my home they use nothing else, although we had used another kind for 7 or 8 years."—"Refreshing and delightful."—"Leaves a cool and delicious taste in the mouth."

EXCELLENT for GOLD-WORK

"Colgate's Dental Cream is by far the best I have ever used, both in **flavor** and **results.** The first Cream I have found that will polish gold crowns and bridge-work in the mouth."—"An excellent article, very good to keep gold-work bright."

REMOVES SMOKE STAINS

"I tried your Dental Cream and was so pleased with it (both in results and the pleasant taste) that the idea came to me—why not use this in cleaning my patients' teeth? My next patient was a great smoker, with teeth stained with tobacco. The way your Cream took that stain off was gratifying. Dentists are rather slow to try something new, but after one trial cleaning his patients' teeth with your Cream, a dentist will throw peroxide and pumice away."

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ABSOLUTELY THE BEST

"Have used it in the chair with excellent results."—"Am delighted with it, you have made a friend of me by calling my attention to your Ribbon Dental Cream. I must say I like it."—"All you claim for it."—"Very satisfactory indeed. Surpasses any other kind."—"It is splendid."—"Surely a good one."—"It is the best preparation I have ever used."—"The most valuable dentifrice I know."—"Best on the market."—"Best for daily use."—"Absolutely the best."

CANNOT GET ALONG WITHOUT IT

"In my practice of 28 years, I have met nothing better. I endorse it unequivocally."—"You have struck the key-note in your new Dental Cream."—"The greatest dentifrice."—"Paramount in every particular."—"Best we have ever used in our office."—"We cannot get along without it."—"Best in my judgment, and I have used many kinds."—"You are to be congratulated on inventing such a hygienic article."—The offer of a free trial tube of Colgate's Ribbon Dental Cream, mentioned above, will well repay you for clipping and mailing this sentence.

RECOMMEND IT TO PATIENTS

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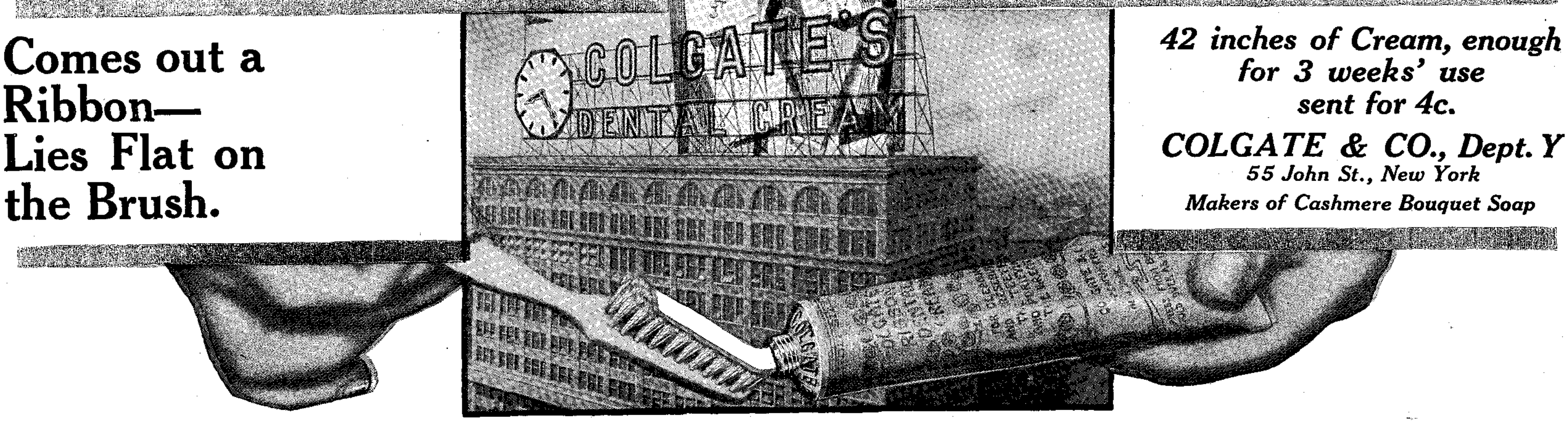

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